

# MSIS Marine Inspection Transaction Guide

MSIS-4

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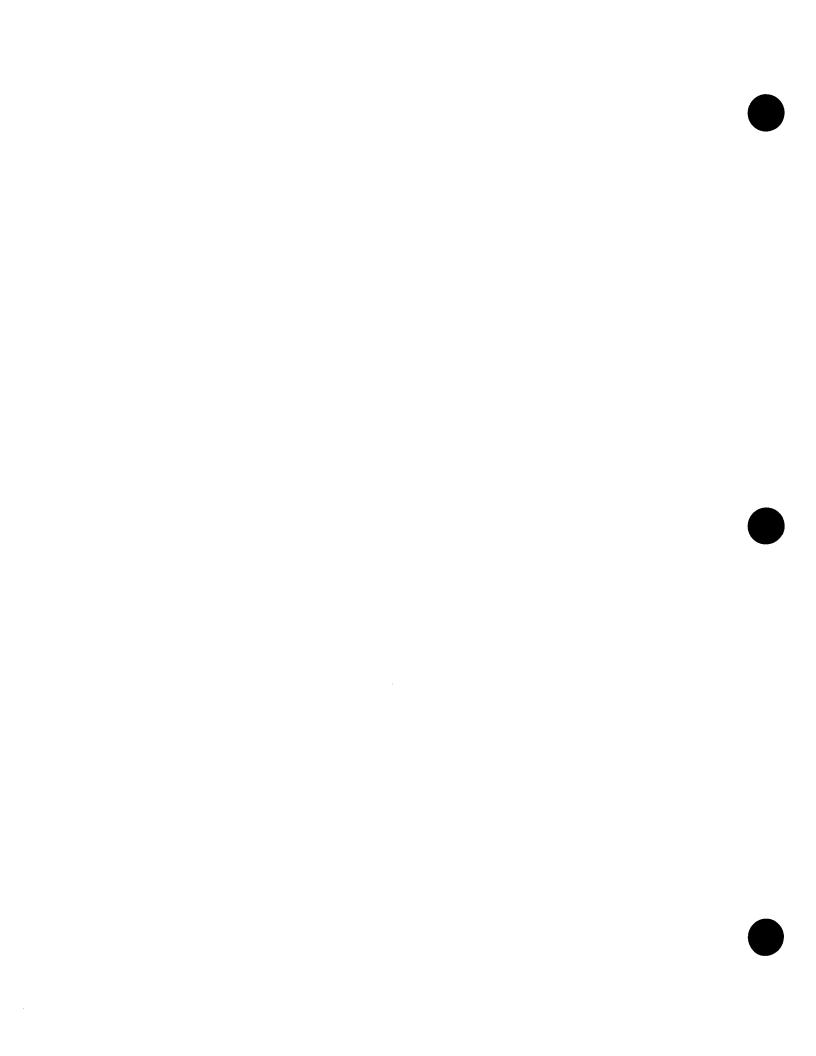
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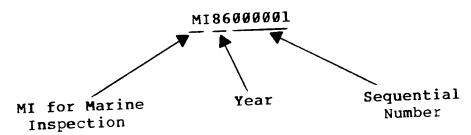
#### A. General.

- 1. Design. The Marine Inspection product set is designed to capture all relevant information about periodic and special inspections of vessels and facilities as specified by the Marine Safety Program; to report these, as appropriate, through the Coast Guard chain of command; to maintain lists, logs, and prompter files; and to generate letters and certificates in support of the operational inspection program.
- 2. Use. The product set contains both entry/update and retrieval products. In entry and update mode, MSIS contains products for scheduling inspections, "filing" inspection and deficiency reports, and recording special inspection notes. In retrieval mode, in addition to the ability to review all entry transactions, MSIS creates lists and logs providing information concerning scheduled and overdue inspections, case summaries and status, and the Certificate of Inspection.
- Inspection transactions, their content, and how they are to be used. The guide also includes a discussion of how the product set works with MSIS, and a discussion of how cases and vessels are identified and numbered. Instructions on logging into MSIS and terminal use are contained in the MSIS asic Users Manual and Operating Guide, COMDTINST M5230.11.

#### B. Data Controls and Accounting Procedures.

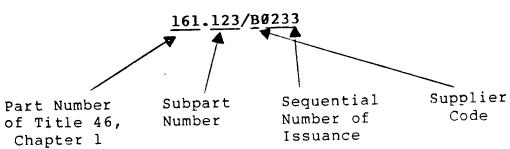
- data base, which is updated by all functions which participate in MSIS, certain controls are imposed on certain data to ensure their correctness. From the standpoint of Marine Inspection, the combination of the following data are used to identify inspection activities on vessels and facilities:
  - a. Case Number (must be unique)
  - b. Deficiency IDENT (must be unique within a case, though not unique to MSIS)
- 2. MSIS Accounting Procedures. To delegate control over the data and to properly link Marine Inspection activities to their proper port, vessel or facility, MSIS uses a convention of identification numbers.

1.B.2. a. Marine Inspection Case Controls. Marine Inspection incidents are identified with a unique number which permits MSIS to identify a specific inspection report. This number is called a CASE NUMBER and is the main requirement for accessing Marine Inspection products. This case number is assigned by MSIS during the inspection scheduling process. It is a 10-character element with the following attributes:



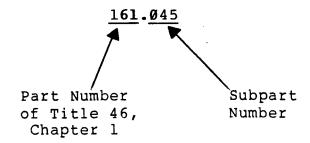
In the above example, the CASE NUMBER represents the first Marine Inspection case in 1986.

- b. Vessel Identification Case Numbers. Like Marine Inspection Case Numbers, these numbers are used to identify specific inspection reports. Though VI Case Numbers are no longer assigned by MSIS, older cases use these numbers for identification. VI Case Numbers have the same basic composition as Marine Inspection Case Numbers, e.g., VI85000847.
- C. Subchapter Q Numbers. The Subchapter Q Number or QNUM is assigned to a particular piece of marine equipment that has been through the approval process. The QNUM must be at least 12 digits in length and all zeros must be included when using it to access a product in MSIS. The QNUM has the following composition:



d. QCLASS Number. The QCLASS Number is the first seven characters of a Subchapter Q Number, including the period. Like the Subchapter Q Number, all zeros must be included when using the QCLASS to access an MSIS product. The QCLASS Number consists of the following:

1.B.2.d. (Cont'd)



- C. Product Descriptions. The Marine Inspection product set is designed to support the periodic and special inspection of vessels and facilities as specified by the Marine Safety Program.
  - 1. Entry, Update and Retrieval Products. The entry, update and retrieval products for Marine Inspection are designed to document and report the necessary aspects of the marine inspection activity. These products are accessed using the Marine Inspection Entry Index (MIEI). These products are described below.
    - a. MIEI. Marine Inspection Entry Index. This product is the master menu or index used to access all transactions in the Marine Inspection product set.
    - b. MISF. Marine Inspection Scheduler Function. This product is used to enter marine inspection scheduling information, to cancel previously scheduled inspections and to change schedule information before the inspection report has been filed.
    - c. MIAR. Marine Inspection Activity Report. MIAR permits the recording of information pertaining to the inspection of a particular vessel, platform or factory.
    - d. MIDR. Marine Inspection Deficiency Report. This product is used to describe an inspection deficiency as a supplement to the inspection report.
    - e. MIDF. Marine Inspection Deficiency Follow-Up. MIDF is used to report any follow-up action to any outstanding deficiency of a vessel or facility, regardless of which unit issued the deficiency.
    - f. MISN. Marine Inspection Special Notes. MISN is used to file a vessel or facility's special inspection notes.
    - g. MICN. Marine Inspection Class Notes. This product is an entry product used to post MISNs to a vessel class.

- 1.C.l. h. MISE. Marine Inspection Special Examination. This product provides a means to manage special inspection programs and enables a quick response to changing laws and regulations.
  - i. MICA. Marine Inspection Certificate of Inspection Amendments. This product is used to describe any amendments to a vessel's COI.
  - j. MISD. Marine Inspection Status Details. This product is used to report the inspection dates of specific equipment, machinery or components of a vessel.
  - k. MIAE. Marine Inspection Approved Equipment. MIAE permits the recording of data concerning a particular piece of approved marine equipment.
  - 1. MIEC. Marine Inspection Approved Equipment Classes.
    This product serves as an index to Subchapter Q class numbers, given a particular class description.
  - m. MIEL. Marine Inspection Equipment List. MIEL serves as an index to Subchapter Q numbers, given a particular class number.
  - n. <u>MIFI</u>. Marine Inspection Field Instruction. MIFI provides a way for Headquarters to supply inspection instructions to the field offices.
  - o. MICD. Marine Inspection Class Description. MICD permits the recording of standard text data for each class of Subchapter Q equipment.
  - p. MISP. Marine Inspection Status at Port. This product displays open inspection case summaries and case status filed by the unit.
  - 2. Retrieval-Only Products. There are eleven retrieval-only products available in the Marine Inspection Party Set. They are also accessed through MIEI.
    - a. MISS. Marine Inspection Status Summary. This product is used to view a summary of a vessel or platform's critical inspection-related items, its periodic inspection status and all regulatory safety documents on board.
    - b. MICP. Marine Inspection Critical Profile. MICP displays specific and unusual inspection-related items pertaining to a vessel or a platform.
    - c. MICOI. Marine Inspection Certificate of Inspection.
      This product is used to print COI data on plain paper for review purposes.

- 1.C.2. d. MIPL. Marine Inspection Port Log. MIPL is used to display closed inspection case summary information.
  - e. MISI. Marine Inspection List of Scheduled Inspections. This product lists scheduling information about all inspections currently scheduled, but not filed, by a unit.
  - f. MICIF. Marine Inspection Certificate of Inspection Form. MICIF is used to print a Certificate of Inspection on the pre-printed, continuous-feed COI form, Form CG-841.
  - g. MICOA. Marine Inspection Certificate of Approval.
    This product is used to print the Certificate of Approval on the official U.S. Coast Guard form.
  - h. MIPIP. Marine Inspection Pre-Inspection Package.
    MIPIP presents a composite of all vessel-related MSIS information relevant to the inspection of a particular vessel.
  - i. MIOI. Marine Inspection List of Overdue Inspections.
    MIOI displays information about vessels and platforms
    attached to a given unit that have overdue
    inspections.
  - j. MIFR. Marine Inspection List for Fleet of Responsibility. MIFR displays vessels whose most recent inspection for certification was filed by the specified unit.
  - which generate letters to inform a vessel's operator of a needed inspection, an expired COI, the extension of compliance dates for outstanding requirements and non-compliance with such requirements. These letters are: Marine Inspection Letter of Notification (MILON), Marine Inspection Letter of Expiration of Certification (MILEC), Marine Inspection Letter of Extension of Requirements (MILER), Marine Inspection Letter of Issuance of Requirements (MILIR), Marine Inspection Initial Letter of Non-Compliance (MIILN), Marine Inspection Final Letter of Non-Compliance (MIFLN), and Marine Inspection Reinspection Notification Letter (MIRNL).
- D. SELECTion and MORE Logic. Some MSIS products allow both selection from a list of cases or reports and multiple pages of these cases or reports, requiring the use of the MORE command. When products combine both of these features, there are several options that the user may choose from to access the various parts of these products. Once the first full page of cases or reports (50) has been accessed, the message

"KEY SEL,1,2..." appears in the Response Slot and the following options are available:

 Press SEND with a Blank in the Command Slot to cause MSIS to display the message "KEY MORE FOR NEXT PAGE" if more cases or reports exist.

#### The user may then:

- a. SEND a Blank command which starts the execution of the user's previous selections (if any) or displays the next product on the queue.
- b. SEND more selections to add items to the queue. The Response Slot then displays the message "SEND FOR SELECT(S) OR MORE".
- c. SEND the MORE command to access the next page of data.
- d. Enter a free-form command and press SEND to halt execution of the current product and access a new product.
- e. ABORT to halt execution of the current product.
- SEND selections to add items to the queue. The Response Slot displays the message "SEND FOR SELECT(S) OR MORE".
- Press SEND with MORE in the Command Slot to display the next page of data.
- Enter a free-form command and press SEND to halt the execution of the current product and access a new product.
- 5. ABORT to halt execution of the current product.

#### CHAPTER 2. MARINE INSPECTION INDEX

### A. Marine Inspection Entry Index -- MIEI.

#### 1. MIEI Purpose and Description.

- a. Provides the means for the selection of any Marine Inspection product which is accessible in E(ntry), U(pdate) or R(etrieval) mode.
- b. Allows entry of vessel, facility, case, class or equipment identifying data that are used within Marine Inspection products. If vessel and facility identifying data are both in global memory, MSIS displays only the identifier used most recently.
- c. Provides information concerning scheduled inspections and a request for the user's response when the user requests MISF and the vessel or platform already has either an inspection scheduled or an open Marine Inspection case.
- d. Provides an entry paragraph for listing MI case numbers and deficiency identification numbers to be used with MIDF, when MIDF is requested.
- e. Figure 2-1 shows the data definitions for MIEI. See Table 2-1 for the code values and Enclosure (1) for the abbreviation meanings.

#### 2. Accessing MIEI.

- a. Menu. MIEI is normally accessed through the MSIS Directory Menu.
- b.  $\frac{\text{Free-Form}}{\text{with:}}$  MIEI can be accessed through free-form

#### -MIEI

- c. Selection From Other Products. MIEI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

#### 3. MIEI Data Entry Requirements and Explanation.

a. General Processing. MIEI is the master menu for the products in the Marine Inspection product set. The selection of Marine Inspection products may require the use of a VIN, FIN, Unit, QCLASS, QNUM, MI Case Number or NEW. Table 2-2 shows the required and

- 2.A.3.a. optional information used to access the products on (Cont'd) the MIEI menu.
  - b. Special Processing. When the user requests MISF in E(ntry) mode from MIEI and the vessel or platform already has either an inspection scheduled or an open Marine Inspection case, MIEI responds with a list of all currently scheduled inspections and asks the user for his/her next desired action. The user can either decide not to schedule the inspection or can go on to MISF to schedule it.

MIEI also responds with a special screen when the user selects MIDF in **E(ntry)** mode. MIEI provides twenty (20) lines for the entering of IDENTS and Case Numbers for Follow-ups to be filed. If the Case Number is the same for multiple deficiencies, the user need only enter it on the first line of the group of IDENTS being entered. MSIS responds with the requested number of MIDFs queued up in a series.

COMMAND / MARINE	INSP	ECT I	RESPONSE/PLS ENTER YOUR RESPONSE ON ENTRY INDEX	2 <b>4</b> A UG
		177	ME /	
CASE/ CASE VIN/ VIN* FIN			AME/ AME/	
ONUM /	ZONU		CLASS/QCLA.SS_	
LOG CRITERIA: FROM (SINCE)			O/ CD PORT/ (1)	
	MODE		M	ODE -
REPORT ACTIVITY EN			LOGS ENT	RY RT
SCHEDULER(MISF)	1	11	SCHEDULED INSPECT(MISI) 6	
ACTIVITY REPORT(MIAR)	2	12	STATUS AT PORT(MISP) 6	2 7
DEFICIENCY REPORT(MIDR)	3	13		<b>*</b> 7
DEFICIENCY FOLLOW-UP(MIDF)	4	14	COI FLEET(MIFR)	<b>*</b> 7
COI AMENDMENT(MICA)	5	15	PLATFORM LIST(PFPL)	<b>*</b> 7
SPECIAL NOTE(MISN)	6	16	OVERDUE INSPECT(MIOI)	* 7
INSPECTION STATUS		•	SUBCHAPTER Q	
SUMMARY(MISS)	*	31	CUASS DESCRIPTION (11202)	1 9
DETAILS(MISD)	22	32	WELKOARD PROTESTIONS (CORNER)	2 9
CRITICAL PROFILE(MICP)	*	33	CERT OF APPROVAL (MICOA)	* 9
PRE-INSPECTION PACKAGE. (MIPIP)	*	34	EQUIPMENT CLASS(MIEC) EQUIPMENT LIST(MIEL)	* . 9 * 9
ADMINISTRATION			•	
FIELD INFORMATION(MIFI)	41	51		

<sup>\*</sup> Field must be filled in on initial entry.

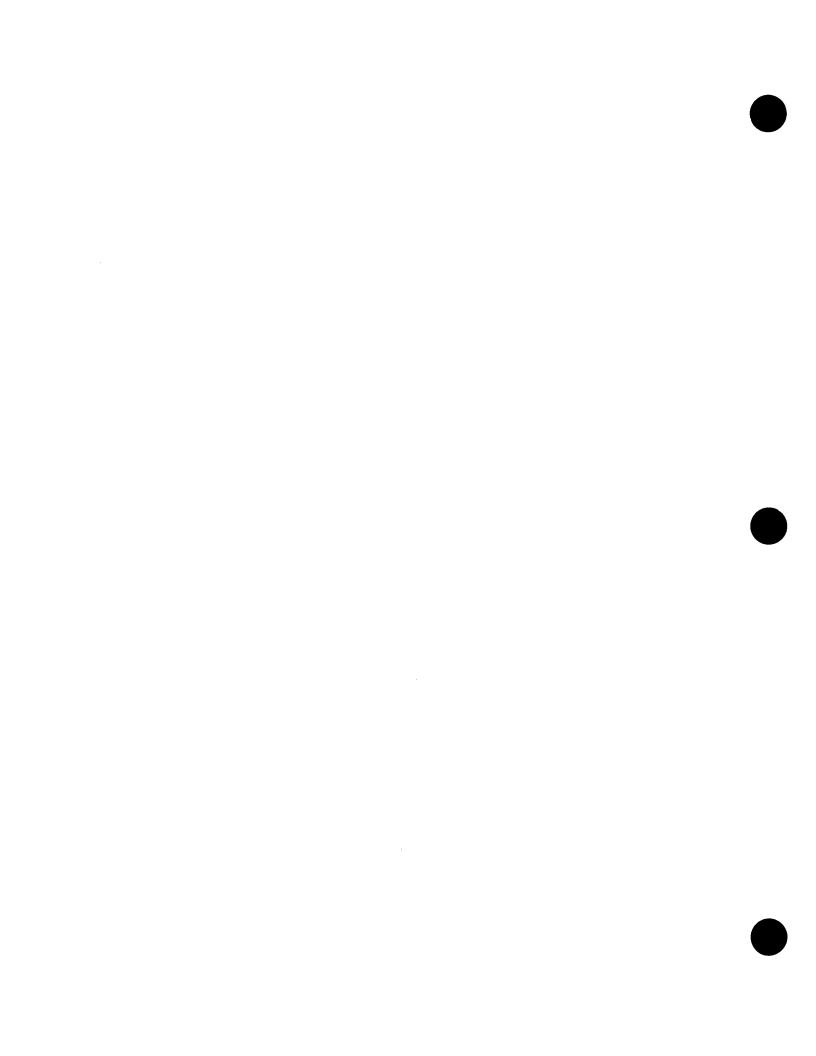
FIGURE 2-1. DATA DEFINITIONS FOR MIEI

#### SCREEN 2

COMMAND MIEI	/ RESPONSE/ PLS ENTER MARINE INSPECTION ENTRY INDEX	IOOK KEDIO	24AUC
ITEM 1. 2.	SUBJECT NOW HAS THE FOLLOWING INSPECTIONS SCHED TYPE INSPECTION SCHEDULED CASE NUMBER ASSIGNED HULL EXAM MI86000045 REINSPECTION MI86000025	ULED PORT CORMS CORMS	DATE 14AUG 15AUG
RET	FURTHER INTEREST	- KEY ABOI SENI AND SENI	RT D

# FIGURE 2-1. DATA DEFINITIONS FOR MIEI (Continued)

FIGURE 2-1. DATA DEFINITIONS FOR MIEI (Continued)



## TABLE 2-1. CODE VALUES FOR MIEI

### (1) PORT CODES

CODE	EXPLANATION
GMP GMMI GMTH GMVI GMVD GWP GWER GWPE NRC GTDS	CG HEADQUARTERS (G-MP-4) (G-MMI) (G-MTH) (G-MVI) (G-MVD) (G-WP) (G-WER) (G-WPE) (G-TGC) (G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
ØlM BOSMS BOSVD POMMS BAND PROMS CODD NYCMI NYCVD NLOD LISCP LISD NYCCP	MSO BANGOR, ME MSO PROVIDENCE, RI MSO CAPE COD, MA MIO NEW YORK, NY VESDOC NEW YORK, NY MIDET NEW LONDON, CT COTP LONG ISLAND SOUND, CT PSD NEW LONDON, CT
Ø2M HUNMS MARD LOUMS EVND CIND	COMMANDER, SECOND CG DISTRICT (M) MSO HUNTINGTON, WV MSD MARIETTA, OH MSO LOUISVILLE, KY MSD EVANSVILLE, TN MSD CINCINNATI, OH
MEMMS GRND NASMS DECD	MSO MEMPHIS, TN  MSD GREENVILLE, MS  MSO NASHVILLE, TN  MSD DECATUR, AL
PADMS PITMS SLMMS SLMVD PEOD STPD	MSO PADUCAH, KY MSO PITTSBURGH, PA MSO ST. LOUIS, MO VESDOC ST. LOUIS, MO MSD PEORIA, IL MSD MINN./ST. PAUL
DAVD	MSD DAVENPORT, IA

#### TABLE 2-1. CODE VALUES FOR MIEI (Continued)

### (1) PORT CODES (Continued)

CODE	EXPLANATION
Ø5M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA MSO WILMINGTON, NC
	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	
PHIVD	•
PHICP	COTP PHILADELPHIA, PA
	COMMANDER, SEVENTH CG DISTRICT (M)
Ø7ØPC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO JACKSONVILLE, FL MSO MIAMI, FL VESDOC MIAMI, FL MSD KEY WEST, FL MSO SAN JUAN, PR MSD PORT PONCE, PR
STTD	·
SAVMS	
TAMMS	HSO TAMPA, FL
Ø8M	COMMANDER, EIGHTH CG DISTRICT (M)
Ø8MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSO MOBILE, AL MSO PORT ARTHUR, TX MSD LAKE CHARLES, LA MIO HOUSTON, TX
HOUMI	MIO HOUSTON, TX
нооур	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP BERD	COTP NEW ORLEANS, LA PSD BERWICK BAY, LA
BEKD	LOD DEVATOR DAT! TH

### TABLE 2-1. CODE VALUES FOR MIEI (Continued)

### (1) PORT CODES (Continued)

CODE	EXPLANATION
CLEVD BUFMS ALXD CHIMS CLEMS DETMS DULMS MILMS TOLMS SIMMI STBMI MUSCP	COMMANDER, NINTH CG DISTRICT (M)  VESDOC CLEVELAND, OH  MSO BUFFALO, NY  MSD ALEXANDRIA BAY, NY  MSO CHICAGO, IL  MSO CLEVELAND, OH  MSO DETROIT, MI  MSO DULUTH, MN  MSO MILWAUKEE, WI  MSO TOLEDO, OH  MIO ST. IGNACE, MI  MIO STURGEON BAY, WI  COTP MUSKEGON, MI  COTP SAULT STE MARIE, MI
11M LOSMS LOSVD SBCD SDCMS	COMMANDER, ELEVENTH CG DISTRICT (M)  MSO LONG BEACH, CA  VESDOC LONG BEACH, CA  MSD SANTA BARBARA, CA  MSO SAN DIEGO, CA  MSO SAN FRANCISCO, CA
13M PORMS PORVD ASTD COOD SEAMS SEAVD ANAD	MSO PORTLAND, OR VESDOC PORTLAND, OR MSD ASTORIA, OR
14M HONMS HONVD GUAD	COMMANDER, FOURTEENTH CG DISTRICT (M) MSO HONOLULU, HI VESDOC HONOLULU, HI MSD GUAM
17M ANCMS KEND KODD JUNMS JUNVD KETD	COMMANDER, SEVENTEENTH CG DISTRICT (M)  MSO ANCHORAGE, AK  MSD KENAI, AK  MSD KODIAK, AK  MSO JUNEAU, AK  VESDOC JUNEAU, AK  MSD KETCHIKAN, AK  MSD SITKA, AK
SITD VALMS	MSO VALDEZ, AK

#### TABLE 2-1. CODE VALUES FOR MIEI (Continued)

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
Ø3M Ø3MMT	COMMANDER, THIRD CG DISTRICT (M) COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

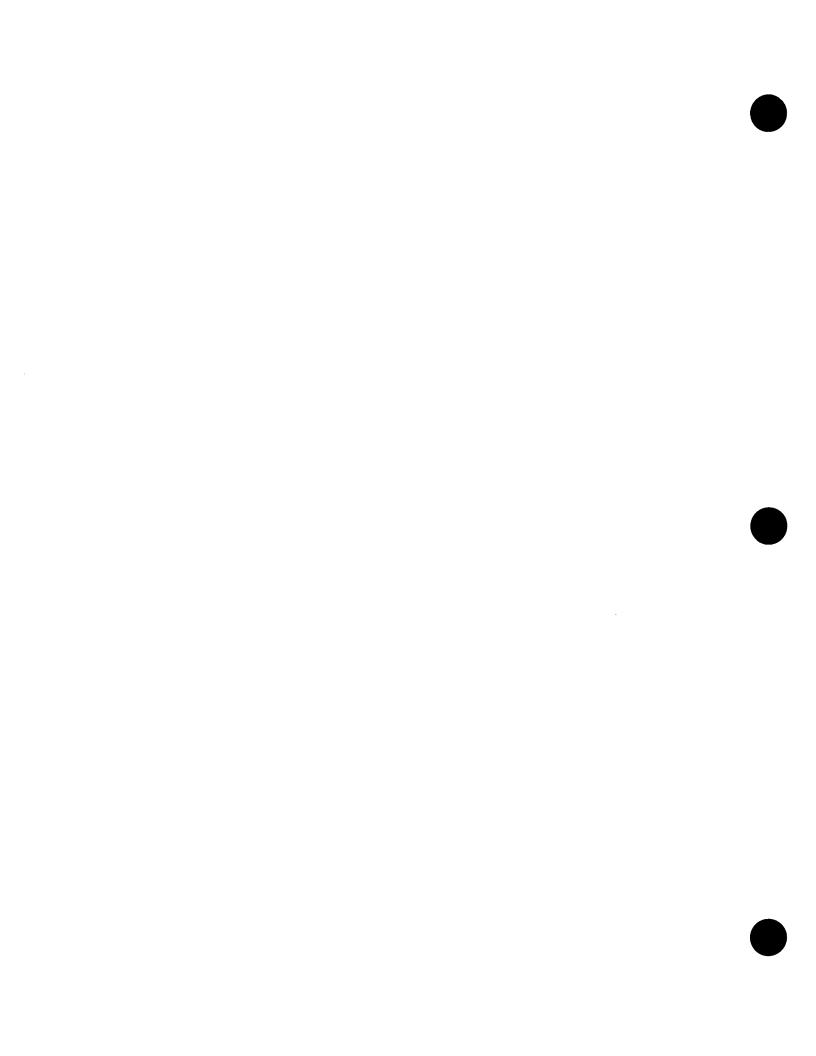
TABLE 2-2. MARINE INSPECTION ENTRY SELECT CRITERIA

SEL KEY	PRODUCT NAME	VIN	FIN	CASE	QNUM	QCLASS	PORT	FROM/TO DATES
1&11 2&12 3&13 4&14 5&15 6&16 31 22&32 33 34 41&51 61&71 62&72 73 75 76 81&91 82&92 93 94 95	MISF MIAR MIDR MIDF MICA MISN MISS MISD MICP MIPIP MIFI MISI MISP MIPL MIFR PFPL MIOI MICD MICD MIAE MICOA MIEC MIEC	R (1) R R R R R	R (1)	R (2) R R R R R R	R R	R	R R R R R	0 0 0 0 0

<sup>(1)</sup> In products where VIN and FIN are marked "R", VINs are required to access vessels and FINs are required to access facilities.

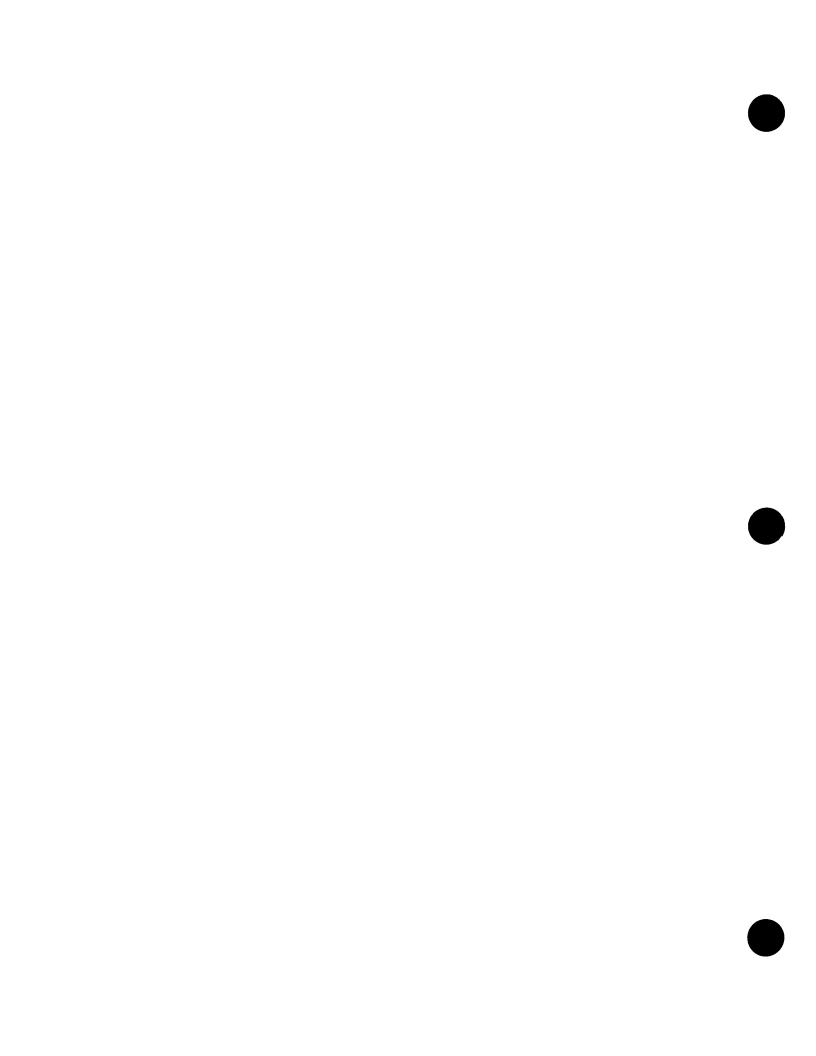
<sup>(2)</sup> For initial entry into MISF, "NEW" must be used in the Case slot.

<sup>(3)</sup> CASE is required in update mode; VIN is required in R(etrieval) mode.



#### CHAPTER 3. INSPECTION REPORT ACTIVITY

A. General. All inspection report activity—from scheduling an inspection to reporting on it in various reports and notes—is included in this chapter. The Marine Inspection Scheduler Function (MISF) is used to schedule inspections and assign a MI case number. The inspection reporting function is handled by three products: Marine Inspection Activity Report (MIAR), Marine Inspection Deficiency Report (MIDR), and Marine Inspection Deficiency Follow—up (MIDF). Inspection notes are entered using MISN—Marine Inspection Special Notes and MICN—Marine Inspection Class Note.



## B. Marine Inspection Scheduler Function -- MISF.

### MISF Purpose and Description.

- Used to schedule inspections for vessels, platforms and factories.
- b. Displays either vessel or facility identifying information, depending on whether a vessel or facility inspection is being scheduled. For factories, identification slots are open for the entry of Name only.
- c. Allows for the scheduling of progressive inspections for vessels.
- d. Displays the summary paragraph from the Marine Inspection Critical Profile, MICP. (This does not apply to factories.)
- e. Displays the current periodic inspection status from MISS. (This does not apply to factories.)
- f. Maps Inspection Type(s), Date, Port, Reference Case Number, the Progressive Indicator, and Location to MIAR when MIAR is accessed in E(ntry) mode.
- g. Makes an entry in the Current Status columns of MISS by inspection type. (This does not apply to factorie..)
- h. Posts entries on the port's list of scheduled inspections, MISI, ordered by date, oldest cases first.
- i. Figure 3-1 shows the data definitions for MISF. See Table 3-1 for the code values and Enclosure (1) for the abbreviation meanings.
- j. The uses of MISF are illustrated in the following example sequences entitled: Scheduling a Vessel Inspection and Scheduling a Facility Inspection.

#### Accessing MISF.

- a. Menu. MISF is normally accessed through MIEI.
- b. Free-Form. MISF can be accessed through free-form with:

-MISF, E, VIN=<vessel identification number>, CASE=NEW

# 3.B.2.b. -MISF, E, FIN=<facility identification number>, CASE=NEW\*\* (Cont'd)

where:

E = entry mode
VIN = vessel identification number
FIN = facility identification number

\*\* The facility form of free-form is used for factories with: FIN=FACTORY

**EXAMPLE:** 

-MISF, E, VIN=CG000174, CASE=NEW

-MISF, E, FIN=FACTORY, CASE=NEW

or

-MISF,U or R,CASE=<inspection case number>

where:

U = update mode
R = retrieval mode
CASE = inspection case number

**EXAMPLE:** 

-MISF,U,CASE=M186000671

- c. <u>Selection From Other Products</u>. MISF is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 Cancel an Inspection - 3

NOTE: For both Entry/Update and Cancel an Inspection, the logged in port code must be the same as the port that initiated the case.

- 3. MISF Data Entry Requirements and Explanation.
  - a. General Processing. In E(ntry) mode, the user accesses MISF through MIEI by entering either a VIN or a FIN and Case Number=NEW. (NEW directs MSIS to create a new case number.) MSIS responds with the MISF form, containing the subject identifying information, a summary paragraph from MICP, the periodic inspection status, and a paragraph for scheduling the inspection.

3.B.3.a. (Cont'd)

The ACTION slot in the Periodic Inspection Status section lists the open case number for each type of inspection. A plain case number indicates that the inspection has been filed, a \* before the case number indicates that an MIAR is "In Process" while a - indicator means that the MIAR is "Complete". When the case has been validated, the three data slots under CURRENT STATUS will be blank and the inspection date and port code for the port that completed the inspection will appear in the Periodic Inspection Status section.

The user enters the inspection type(s), the contact point, date, location of the inspection, the date the Coast Guard was notified that the vessel or facility will be ready for inspection, general comments, a reference case number if appropriate, a port to be notified of the inspection and whether it is a progressive inspection (for vessels) or a Self-Certification Exam (for platforms). The inspection port is filled with the login port's code and is unlocked. The port may be changed.

If the user attempts to schedule an inspection for a vessel or facility that is already scheduled, the potential conflict may be handled by either MIEI or MISF. First, MIEI reminds the user of all currently scheduled inspections and asks the user for his/her The user can either decide not next desired action. to schedule an inspection or can go on to MISF to schedule the inspection. If the user attempts to schedule a periodic inspection which is already scheduled, MISF will refuse to do so. However, a different inspection type will be accepted if it is part of an allowable inspection type combination. (See Table 3-2 for a list of allowable inspection type combinations.) The exceptions to this are the types "ADM" (Administration) and "OTHER". If the Inspection Type is "ADM" no additional inspection types are allowed. More than one "OTHER" inspection may be scheduled for the same vessel or facility, as long as these inspections are scheduled under different Case Numbers.

Please note: If the user's logged in port is not equal to the Port of Certification (POC) and the inspection type is a "major" inspection, MISF generates a morning report to the POC. If the POC unit code is equal to INACT, NULL or NONUS, a morning report is not generated.

3.B.3.a. (Cont'd)

In **U(pdate)** mode, MISF may be used to correct or change an existing inspection schedule or to cancel a scheduled inspection if no MIAR has been filed. If the user cancels a major inspection type that was originally overdue, that inspection is re-entered on the Marine Inspection List of Overdue Inspections, MIOI. A user must have an authority access level of 3 or greater to cancel an inspection.

MISF may be accessed in R(etrieval) mode by specifying the inspection case number. In this mode, it is used to view the scheduled inspections for the specified case.

Special Processing. MISF may be used to schedule b. progressive inspections. This type of inspection is limited to the following inspection types: Initial Certificate, Certificate of Inspection, Reinspection, Hull exams, and Certificate of Compliance. The inspection types must be indicated on MISF with an "X" entered in the PROGRESSIVE(X) data slot. The inspection types are mapped from MISF to MIAR and locked. If an inspection is entered as not being progressive but actually is progressive, enter an "X" in the inspection's CLOSE TO FILE slot on MIAR, then create a new inspection on MISF which represents the old inspection and enter an "X" in the PROGRESSIVE (X) data slot on MISF. If the inspection is opened as progressive but is not, close it normally.

When a progressive has been passed, the receiving unit can update the DATE, LOCATION, CONTACT and COMMENTS slots on MISF. A morning report entry is generated to the receiving unit as a form of notification that a progressive has been passed to that unit.

MISF is also used by detachments (MSD, MIDET, and PSD) to schedule inspections. Such use causes entries to be made on all of the detachment's logs, just as these entries would be made for any unit. See MIAR for more information on detachment inspections.

#### SCREEN 1

		DECDONCE	/PLS ENTER YOUR	RESPONSI	E
COMMAND /	MARINE INSPECT			112010111	27AUG86
MISF	MARINE INSPECT	TON DOMEDUE			
NAME/ HOLLYWOOD OPERATOR/ ACTON	CHEM JIM CHEMICAL	VIN/ C	G000135 CALL/ SERVICE/ T	JRW45 ANK BARGI	FLAG/ US E "OI"
	SPECIAL EX	AMINATION STA	ATUS		ou <b>r?</b>
TYPE	CASE PORT DATE		STATUS	_	N N
MARPOLII MI	87000028 BCL 16APR	87 P&A CONDIT	TIONALLY APPROVE	D	N
NARR NARR NARR					
<del>-</del>	/	ECTION CRITI N FEATURES END IN FORCE	/ 3 INS	SPECTION	NOTES/ 3
	2. PERIODIC INSPEC	TION STATUS	CURRI	- አለመ - ድሞአ ጥር፤	S
INSPECTION	LAST	NEXT	ACTION	PORT	DATE
TYPE	PORT DATE	DATE	ACTION		DATE
TIPE					DATE
INITIAL CERT	CORMS 12JUN85	41 TUNO 0			DATE
	CORMS 12JUN85 CORMS Ø1AUG86	Ø1JUN88		CORMS	
INITIAL CERT	CORMS 12JUN85 CORMS Ø1AUG86	12JUN87	VI85000045		
INITIAL CERT CERTIFICATION	CORMS 12JUN85		VI85000045		14AUG85
INITIAL CERT CERTIFICATION REINSPECTION	CORMS 12JUN85 CORMS Ø1AUG86	12JUN87	VI85000045 -VI86000010	CORMS	14AUG85 Ø1APR86 15AUG86
INITIAL CERT CERTIFICATION REINSPECTION HULL EXAM	CORMS 12JUN85 CORMS Ø1AUG86	12JUN87	VI85000045 -VI86000010 *MI86000022	CORMS NEWMI CORMS	14AUG85 Ø1APR86 15AUG86
INITIAL CERT CERTIFICATION REINSPECTION HULL EXAM SPECIAL	CORMS 12JUN85 CORMS Ø1AUG86	12JUN87	VI85000045 -VI86000010	CORMS NEWMI CORMS	
INITIAL CERT CERTIFICATION REINSPECTION HULL EXAM SPECIAL OTHER OTHER	CORMS 12JUN85 CORMS Ø1AUG86 HOUMI Ø1AUG86	12JUN87 12JUN87	VI85000045 -VI86000010 *MI86000022 MI86000025	CORMS NEWMI CORMS NEWMI	14AUG85 Ø1APR86 15AUG86 15AUG86
INITIAL CERT CERTIFICATION REINSPECTION HULL EXAM SPECIAL OTHER OTHER INSPECTION TYPE	CORMS 12JUN85 CORMS Ø1AUG86 HOUMI Ø1AUG86	12JUN87 12JUN87	VI85000045 -VI86000010 *MI86000022 MI86000025	CORMS NEWMI CORMS NEWMI	14AUG85 Ø1APR86 15AUG86 15AUG86
INITIAL CERT CERTIFICATION REINSPECTION HULL EXAM SPECIAL OTHER OTHER INSPECTION TYPE DATE/ CD*	CORMS 12JUN85 CORMS Ø1AUG86 HOUMI Ø1AUG86  (S): (1) @# PORT/ (2) PROGRES	12JUN87 12JUN87 (1) @ #	VI85000045 -VI86000010 *MI86000022 MI86000025	CORMS NEWMI CORMS NEWMI	14AUG85 Ø1APR86 15AUG86 15AUG86
INITIAL CERT CERTIFICATION REINSPECTION HULL EXAM SPECIAL OTHER OTHER INSPECTION TYPE	CORMS 12JUN85 CORMS Ø1AUG86  HOUMI Ø1AUG86  (S): (1) @# PORT/ (2) PROGRES	12JUN87 12JUN87 (1) @ #	VI85000045 -VI86000010 *MI86000022 MI86000025 (1)@#	CORMS NEWMI CORMS NEWMI	14AUG85 Ø1APR86 15AUG86 15AUG86

<sup>\*</sup> Field must be filled in on initial entry. © Only allowable inspection types and combinations may be entered.

† At least one Inspection Type must be filled in on initial entry.

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE
COMMAND /	MARINE INSPECTION SCHEDULER FUNCTION 27AUG86
NAME/ DUBLIN EX LEASE HOLDER/ H	PRESS FIN/ P5345JRW LOCAL ID/ BCL5345 ILL, DAVE B.
VPI NOTICES OUT REQUIREMENT	1. SUMMARY OF INSPECTION CRITICAL ITEMS/ Ø SPEC DSN FEATURES/ Ø INSPECTION NOTES/ S/ Ø CERT AMEND IN FORCE/ Ø
INSPECTION TYPE ANNUAL SPOT CHECK	2. PERIODIC INSPECTION STATUSLASTNEXT
THE DECEMENT ON MYDE	(S): (1)@# (1)@# (1)@#  PORT/ (2)* SELF-CERTIFICAT X REF CASE/ CASE NOTIFY/ (3)  LOCATION/ LIT NOTIFY DT/ CD

- \* Field must be filled in on initial entry.
- @ Only allowable Inspection Types and combinations may be entered.
- # At least one Inspection Type must be filled in on initial entry.

## TABLE 3-1. CODE VALUES FOR MISF

### (1) INSPECTION TYPE

CODE	EXPLANATION
ADM	ADMIN
ANN	ANNUAL
COC	COC
COI	CERTIFICATION
FPR	FIRE PROTECTION
HUL	HULL EXAM
INI	INITÍAL CERT
INV	INVESTIGATIVE
LJA	LIFE JACKET
LOT	L/S SVC OTH
LRA	LIFERAFT SVC
MAC	MACHINERY
OTH	OTHER
RIN	REINSPECTION
SPO	SPOT CHECK
WEL	WELDER QUAL

NOTE: The user is limited to three (3) inspection types in the following categories:

VESSELS	PLATFORMS	<b>FACTORIES</b>
INIT/CERT CERT REINSPECTION HULL COC OTHER ADMIN	ANNUAL SPOT CHECK INVESTIGATIVE	LIFERAFT SVC LIFE JACKET L/S SVG OTH WELDER QUAL FIRE PROTECTION MACHINERY

# TABLE 3-1. CODE VALUES FOR MISF (Continued)

## (2) PORT CODES

EXPLANATION
CG HEADQUARTERS (G-MP-4)  (G-MMI)  (G-MVI)  (G-MVD)  (G-WP)  (G-WER)  (G-WPE)  (G-TGC)  (G-TDS)
MARINE SAFETY CENTER
MARINE SAFETY SCHOOL
COMMANDER, FIRST CG DISTRICT (M)  MSO BOSTON, MA  VESDOC, BOSTON, MA  MSO PORTLAND, ME  MSO BANGOR, ME  MSO PROVIDENCE, RI  MSO CAPE COD, MA  MIO NEW YORK, NY  VESDOC NEW YORK, NY  MIDET NEW LONDON, CT  COTP LONG ISLAND SOUND, CT  PSD NEW LONDON, CT  COTP NEW YORK, NY
COMMANDER, SECOND CG DISTRICT (M)  MSO HUNTINGTON, WV  MSD MARIETTA, OH  MSO LOUISVILLE, KY  MSD EVANSVILLE, TN  MSD CINCINNATI, OH
MSO MEMPHIS, TN  MSD GREENVILLE, MS  MSO NASHVILLE, TN  MSD DECATUR, AL  MSO PADUCAH, KY  MSO PITTSBURGH, PA  MSO ST. LOUIS, MO  VESDOC ST. LOUIS, MO  MSD PEORIA, IL  MSD MINN./ST. PAUL  MSD DAVENPORT, IA

## TABLE 3-1. CODE VALUES FOR MISF (Continued)

### (2) PORT CODES (Continued)

CODE	EXPLANATION
Ø5M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
ПМВИЛ	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITY, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
070PC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MTAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
Ø8M	COMMANDER, EIGHTH CG DISTRICT (M)
Ø8MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO BROWNSVILLE, TX MSO GALVESTON, TX MSO MOBILE, AL
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA PSD BERWICK BAY, LA
BERD	APD REMAICH DAI' DA

### TABLE 3-1. CODE VALUES FOR MISF (Continued)

### (2) PORT CODES (Continued)

CODE	EXPLANATION
DETMS DULMS MILMS TOLMS SIMMI STBMI	VESDOC CLEVELAND, OH MSO BUFFALO, NY
11M LOSMS LOSVD SBCD SDCMS	COMMANDER, ELEVENTH CG DISTRICT (M) MSO LONG BEACH, CA VESDOC LONG BEACH, CA MSD SANTA BARBARA, CA MSO SAN DIEGO, CA MSO SAN FRANCISCO, CA
13M PORMS PORVD ASTD COOD SEAMS SEAVD ANAD	COMMANDER, THIRTEENTH CG DISTRICT (M)  MSO PORTLAND, OR  VESDOC PORTLAND, OR  MSD ASTORIA, OR  MSD COOS BAY, OR  MSO SEATTLE, WA  VESDOC SEATTLE, WA  MSD ANACORTES, WA
14M HONMS HONVD GUAD	COMMANDER, FOURTEENTH CG DISTRICT (M) MSO HONOLULU, HI VESDOC HONOLULU, HI MSD GUAM
17M ANCMS KEND KODD JUNMS JUNVD KETD SITD VALMS	COMMANDER, SEVENTEENTH CG DISTRICT (M) MSO ANCHORAGE, AK MSD KENAI, AK MSD KODIAK, AK MSO JUNEAU, AK VESDOC JUNEAU, AK MSD KETCHIKAN, AK MSD SITKA, AK MSO VALDEZ, AK

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
Ø3M Ø3MMT	COMMANDER, THIRD CG DISTRICT (M) COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

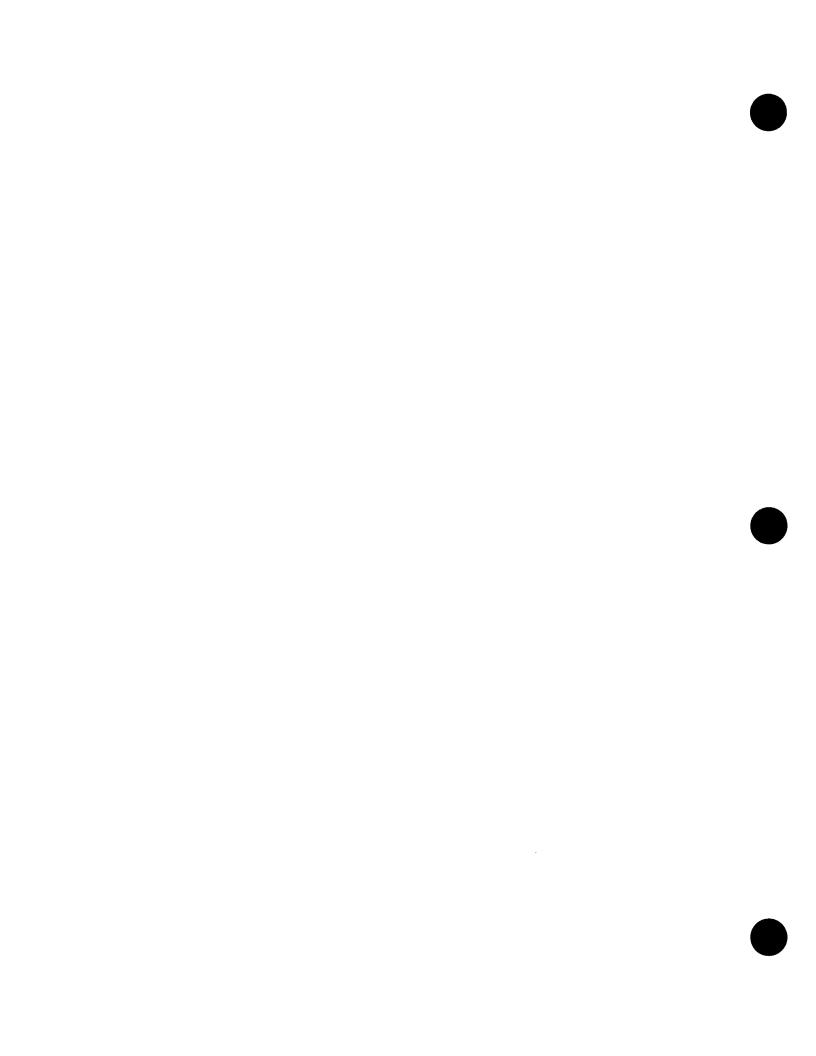
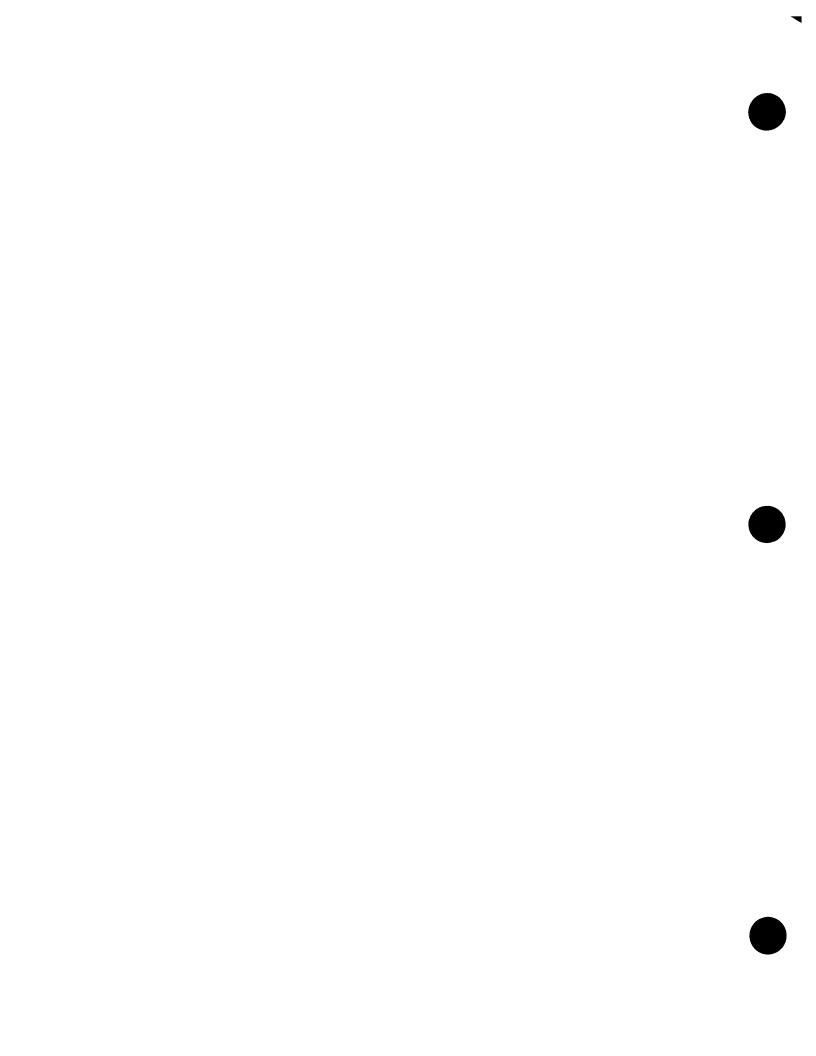


TABLE 3-2. ALLOWABLE INSPECTION TYPE COMBINATIONS FOR VESSELS

				7.7	0.500
1.	INIT/CERT	and/or	HULL	and/or	OTHER
2.	CERT	and/or	HULL	and/or	OTHER
3.	REINSPECTION	and/or	HULL	and/or	OTHER
4.	coc	and/or	OTHER		
5.	ADMIN	no others a	llowed		
6.	Any combination ounique.	f remaining	types as l	ong as they	are



# MISF / Entry / Scheduling a Vessel Inspection

### STEP 1

- Enter a valid
   VIN and NEW
   in the CASE
   slot on
   MIEI
- COMMAND: SEL,1
- SEND

COMMAND /SEL,1 MARINE	INS	PECTION	ESPONSE/PLS ENTER YOUR RESPONS ENTRY INDEX	271	AUG86
CASE/ NEW VIN/ CG99917 FIN/ QNUM / LOG CRITERIA: FROM(SINCE)/	_	NAM QCI	ME/		
			•	- MOI	DE -
		DE	LOGS EN	NTRY	RTR
REPORT ACTIVITY EN	TRY	RTRV	SCHEDULED INSPECT(MISI)	61	71
SCHEDULER(MISE)	1	11	STATUS AT PORT(MISP)	62	72
ACTIVITY REPORT(MIAR)	2	12 13	AMTRE \	*	73
DEFICIENCY REPORT (MIDR)	3			*	74
DEFICIENCY FOLLOW-UP (MIDF)	4	15	PLATFORM LIST(PFPL)	*	75
COI AMENDMENT(MICA)	5	16	OVERDUE INSPECT(MIOI)	*	76
SPECIAL NOTE(MISN)	6	10	OVERDOE INSTRUCTION		
			SUBCHAPTER Q		
INSPECTION STATUS	*	31	CLASS DESCRIPTION(MICD)	81	91
SUMMARY(MISS)	22	32	APPROVED EQUIPMENT (MIAE)	82	92
DETAILS(MISD)		33	CERT OF APPROVAL (MICOA)	*	93
CRITICAL PROFILE(MICP)	*	3.4	EQUIPMENT CLASS(MIEC)	*	94
PRE-INSPECTION PACKAGE. (MIPIP)		34	EQUIPMENT LIST(MIEL)	*	95
ADMINISTRATION					
FIELD INFORMATION(MIFI)	41	51			

#### STEP 2

- MSIS responds with MISF form
- Note top part.
  This is already
  filled in to
  make the user
  aware of selected
  inspection status
  items. (The user
  may exercise the
  SELECT option
  at this time.)

COMMAND /	MARINE INSPECT	TION SCHEDULER			27A0G80
NAME/ ZAPATA YORKT OPERATOR/ LATVIAN	TRADING COMPANY		000174 CALL/ SERVICE/	ZAPATAY FREIGHT SI	FLAG/ US HIP
VPI NOTICES/ OUT REQUIREMENTS/	. SUMMARY OF INSI Ø SPEC DS 4 CERT AN	PECTION CRITIC SN FEATURES/ MEND IN FORCE/	AL ITEMS Ø IN	SPECTION	NOTES/ !
INSPECTION	PERIODIC INSPECTA-LAST PORT DATE BCL 27AUG86	27AUG88 27AUG87	ACTION	ENT STATU PORT	S DATE
HULL EXAM OTHER	BCL 27AUG86	3 Ø A U G 8 7	*MI86000036	BCL	30AUG8
INSPECTION TYPE (S DATE/ PO CONTACT/ COMMENT/	S): DRT/ BCL PROGRES	SSIVE(X)/ RE LOCATION/	F CASE/	NOTIFY D	FY/
DATE/ PC CONTACT/ COMMENT/	DRT/ BCL PROGRES	LOCATION7		NOTIFY D	

### STEP 3

 Enter appropriate data in the bottom portion

						\ 
COMMAND /	MARI	INE INSPEC	RESPONSE TION SCHEDULER	/PLS ENTER YO FUNCTION	UR RESPO	NSE 27AUG8
NAME/ ZAPATA YORK OPERATOR/ LATVIAN	TOWN TRADING	COMPANY	VIN/ CG	000174 CALL/ SERVICE/	ZAPATAY FREIGHT	FLAG/ US SHIP
1	. SUMMA	ARY OF INS	PECTION CRITIC	AL ITEMS		
VPI NOTICES/ OUT REQUIREMENTS/	Ø 4	SPEC D	SN FEATURES/ MEND IN FORCE/	Ø IN	SPECTION	NOTES/
2	. PERIO	DDIC INSPE	CTION STATUS -			
INSPECTION	LAS	5T	NEXT	CUR R	ENT STAT	US
TYPE INITIAL CERT	PORT	DATE	DATE	ACTION	PORT	DATE
INITIAL CERT	BCL	27AUG86				
CERTIFICATION			27AUG88			
REINSPECTION			27AUG87			
HULL EXAM	BCL	27AUG86	3 Ø A U G 8 7			
OTHER				*M186000036	BCL	3ØAUG9
INSPECTION TYPE (S	\ . DPT	NCDECTION				
DATE/ 29AUG86 PO	PT/ RCL	PROCRES	SIVE(X) / REF	CASE/ M18600	0031 NOT	IFY/ CORM
CONTACT / PRANT PO	CPPS	1 1 10 0 11 10	LOCATION PER	R 39	NOTIFY D	T/ 27AUG8
CONTACT/ FRANK RO COMMENT/ CALL 30	MINUTES	BEFORE AR	RIVAL 513 898-	7721		•, =:::=:
COMPLETY CADE 30	IIIWOIDO	DOLUMB III		<u> </u>		

### STEP 4

 MSIS responds with the case number

COMMAND /	MARINE INSPECTION	RESPONSE/MIEI N SCHEDULER FUNCTIO	EXT (	NC	QUEUE	27AUG86
THIS INSPECTION CASE	NUMBER/ M18600003	В				

## MISF / Entry / Scheduling a Facility Inspection

### STEP 1

- Enter a valid
   FIN and NEW
   in the Case
   Number slot
   on MIEI
- COMMAND: SEL,1
- SEND

COMMAND /SEL,1_MIEI	MARIN	E INS		RESPONSE/PI N ENTRY IN		IN TOOK	N2DION		AUG
Case/ <u>New</u>	VIN/ FIN/ P5345 QNUM /	JRW	NA.	ME/ ME/ DUBL LASS/	IN EXPR				
LOG CRITERIA:	FROM (SINCE)			/		PORT/			
	-	MOD	E					MODI	
REPORT AC	TIVITY	ENTRY	RTRV		LOGS		E	NTRY	RT
SCHEDULER	(MISF)	1	11	SCHEDULE	D INSPE	CT	(MISI)		
ACTIVITY REPORT	(MIAR)	2	12	STATUS A	T PORT.		(MISP)		
DEFICIENCY REPO	RT(MIDR)	3	13	PORT LOG			(MIPL)	*	
DEFICIENCY FOLL			14	COI FLEE	T		(MIFR)	*	
COI AMENDMENT	(MICA	5	15	PLATFORM				*	
SPECIAL NOTE	(MISN)	6	16	OVERDUE	INS PECT		(MIOI)	*	7
INSPECTIO	N STATUS			su	BCHAPT	ER Q	-		
SUMMARY			31	CLASS DE	SCRIPT	ON	(MICD)	81	
DETAILS	(MISD	22	32	APPROVED				82	9
CRITICAL PROFIL			33	CERT OF	APPRO V	\L	(MICOA)		9
PRE-INSPECTION			34					*	9
				EQUIPMEN	T LIST		(MIEL)	*	9
ADMINIST	RATION								
FIELD INFORMAT	ON(MIFI	) 41	51						

### STEP 2

 MSIS responds with the MISF form, containing inspection status information

1. SUMMARY OF INSPECTION CRITICAL ITEMS VPI NOTICES/ 0 SPEC DSN FEATURES/ 0 INSPECTION NOTES OUT REQUIREMENTS/ 1 CERT AMEND IN FORCE/ 0  2. PERIODIC INSPECTION STATUS TYPE PORT DATE DATE ACTION PORT DATE NUMBER TYPE PORT DATE MI8600033 BCL 272 ANNUAL CANCELLED BCL 272  INSPECTION TYPE(S): DATE/ PORT/ BCL SELF-CERTIFICAT REF CASE/ NOTIFY/ CONTACT/ LOCATION/ NOTIFY DT/ COMMENT/	NAME/ DUBLIN EXPRESS LEASE HOLDER/ HILL, DAVE, B.	RESPONSE/PLS ENTER YOUR RESPONSE INSPECTION SCHEDULER FUNCTION 27A  FIN/ P5345JRW LOCAL ID/ BCL5345
2. PERIODIC INSPECTION STATUS	1. SUMMARY VPI NOTICES/ 0 OUT REQUIREMENTS/ 1	OF INSPECTION CRITICAL ITEMS SPEC DSN FEATURES/ Ø INSPECTION NOTES CERT AMEND IN FORCE/ Ø
CON 1110 17	INSPECTION 2. PERIODICLAST- TYPE PORT D ANNUAL	C INSPECTION STATUSNEXT
	CON 1110-17	SELF-CERTIFICAT REF CASE/ NOTIFY DT/ NOTIFY DT/

### STEP 3

- Schedule the inspection
- SEND

COMMAND /	MARINE INSPECTI	RESPONSE,	PLS ENTER YOU	OUR RESPONSE 2	7AUG86
NAME/ DUBLIN EX LEASE HOLDER/ H	PRESS ILL, DAVE, B.	FIN/ P534	45JRW LOCAL	ID/ BCL5345	
VPI NOTICES	1. SUMMARY OF INSPE ./ Ø SPEC DSN S/ 1 CERT AME	FEATURES/	9 IN:	SPECTION NOT	es/ 1
INSPECTION TYPE ANNUAL SPOT CHECK	2. PERIODIC INSPECT LAST PORT DATE	NEXT DATE	CURR	BCL 2	DUIL
DATE/ 29AUG86	E(S): SPOT CHECK PORT/ BCL SELF-CER MCALLISTER BE MINUTES BEFORE ARR	LOCALION/ BIBLI	0 1000000	NOTIFY DT/	/ 27AUG86

### STEP 4

 MSIS responds with confirmation

COMMAND /	RESPONSE/M MARINE INSPECTION SCHEDULER FO	IEI NEXT ON QUEUE UNCTION	27AUG86
THIS INSPECTION CASE	NUMBER/ M186000040		

## C. Marine Inspection Activity Report -- MIAR.

### 1. MIAR Purpose and Description.

- a. Permits the recording of general information pertaining to the inspection of a particular vessel, facility or factory.
- b. Provides an entry point for inspection counts on PFAS and PFMI and displays portions of the data on MICIF.
- c. Serves as a menu for MIDR, MISN, MICA, and MISD.
- d. Used to record resources (staff hours) used to perform inspection-related activities.
- e. Updates the following products: MISP, MISS, MIOI, MIPL, MISI, MISF, MIFR, VFLD, VFID, VFOC, VFMI, FFOC, FFMI, PFMI, PFAS, PFMR, and inspection-related letters.
- f. Must be filed to process the following products: MIDR, MISN, MICA, and MISD.
- g. Figure 3-2 shows the data definitions for MIAR. See Table 3-3 for the code values and Enclosure (1) for the abbreviation meanings.
- h. The uses of MIAR are illustrated in the following example equences entitled: Entering an Inspection Report, Correcting/Adding to a Previous Report, Validating an Inspection Report, and Sending of a Progressive Inspection.

### 2. Accessing MIAR.

- a. Menu. MIAR may be accessed through MIEI.
- b. Free-Form. MIAR can be accessed through free-form with:

-MIAR, <E, U, or R>, CASE=<inspection case number>

#### where:

E = entry mode
U = update mode
R = retrieval mode
CASE = inspection case number

### **EXAMPLE:**

-MIAR, U, CASE=MI86000751

- 3.C.2. c. Selection From Other Products. MIAR can be accessed from MIPL, MISP, VFMI and VFOC. In U(pdate) mode, it can be accessed from MISI.
  - d. Product Use Authority Levels.

Retrieval - 1 Update - 2 and logged in port code is equal to the port initiating the case.

Validate/Pass a Case or Close To File - 3

- 3. MIAR Data Entry Requirements and Explanation.
  - General Processing. In E(ntry) mode, MIAR may be a. accessed through MIEI, using the MI Case Number. MIAR responds with a form containing space for the inspection report, an Actions Reported section which presents a summary of actions taken or to be taken in other MI products, and a section for reporting the number of staff hours used to perform the inspection, by inspection type. (See Table 3-3A for an explanation of how time may be spent.) The user enters all available information, whether complete or partial, and enters an "X" in the correct inspection status slot -- INPROC (in process) or COMP (complete). Neither VALID (validate) nor CLOSE TO FILE are permitted when filing MIAR for the first time. Also there must be at least one inspection type listed on MIAR. Except for progressive inspections, Inspection Type is mapped from MISF but is unlocked and may be changed. (See Table 3-4 for a list of valid inspection types permitted for various types of vessels and facilities.) For vessels, if more than one inspection type is listed, only an allowable combination of inspection types may be entered. See Table 3-5 for a list of allowable inspection type combinations for vessels.

The "OUT?/" slot represents the outstanding requirements and is system controlled. If the slot contains an "N", the deficiency has been repaired. If "Y", the vessel can proceed to the next port before being repaired. If the slot is blank, there are no deficiencies.

On administrative cases, MIAR checks that the Certificate Action is not "Issue" or "Reissue" and allows the user to file any supplements except a new deficiency. Also, the user may change a reinspection and/or drydock date but is not allowed to change the dates for Certification of Inspection or Certification of Compliance.

3.C.3.a. (Cont'd)

The Inspector's initials appear on MIAR only while the report case remains open. They are removed from MIAR at the time of validation.

In **U(pdate)** mode, the user may add to, delete from, or correct an existing MIAR that has <u>not</u> been validated. **U(pdate)** mode may also be used to validate a report, that is, to certify that the MIAR and all related supplements are complete and finalized. The following requirements must be met before MIAR can be validated:

- 1. All supplements reported must be filed.
- If the inspection type is Initial Certification, Certification or Certificate of Compliance (or its equivalents), an MISD is required.
- 3. Staff hours must be listed on the MIAR.
- 4. The data slots for passing the case are blank.

Validation is accomplished by entering an "X" in the Valid slot during update. The act of validation makes it impossible for the user to further modify the MIAR or its supplements. (Validation is essentially the same as the OCMI's signature or a signature by direction of the OCMI.)

The Certificate of Inspection document in VFLD is updated by MIAR at validation if appropriate. MIAR is the only product that can update the COI in VFLD. See Table 3-6 for the impact that filing and validating an MIAR has on other MSIS products.

MIAR may be entered in R(etrieval) mode to view an activity report for a specific report.

MIAR may be used as a menu to access the following products: MIDR, MISN, MICA and MISD. These products may be selected only prior to report validation in **E(ntry)** and **U(pdate)** modes, but are always available in **R(etrieval)** mode. (The mode in which these products is selected is the same as the mode in which MIAR was accessed.)

b. Special Processing. There are five areas of special processing for MIAR: Closing a Case To File, Deactivation of a Vessel, Permit To Proceed, Inspections at Detachments and Progressive Inspections. Each of these is discussed below.

(1) Closing a Case To File. A case is closed to file when a required periodic inspection has been started (an MIAR has been filed but not validated or for some other reason), but will not be completed because the vessel is taken out of service. The Certificate Action on the MIAR may not be "Issue", "Reissue" or "Valid". The MIAR is closed by putting an "X" in the CLOSE TO FILE status slot. This action saves only the information in the Time Spent section of the MIAR.

3.C.3.b.

- Deactivation of a Vessel. To deactivate a vessel, the Inspection Type entered on MISF must be "ADM" and at least some hours must be listed in the Time Spent section of the MIAR. The user then enters "DEACT" in the CERTIFICATE ACTION slot on MIAR and presses SEND. This moves the vessel from the Port of Certification (POC) to the port code "Inact" and changes the Certificate Status from "Valid" to "Invalid". However, the vessel is not lost or removed from the data base. The deactivation does stop the generation of letters. Any vessel that has been deactivated may be restored by filing an MIAR for Certification.
- (3) Permit To Proceed. The Certificate Action on MIAR may be set to Permit To Proceed by entering "PTP" in that slot. This invokes special background action on MSIS. On VFLD the document status for the Certificate of Inspection entry is changed to PTP. If a user attempts to generate a Certificate of Inspection when a Permit To Proceed exists, a warning message is issued before the COI is executed.

A Permit To Proceed is rescinded when another MIAR is filed with any certificate action except "DAC" or "NONE". The code value "VALID" is then mapped into the STATUS data slot on VFLD.

Please Note: A Permit To Proceed is an allowable Certificate Action for a progressive inspection.

(4) Inspections at Detachments. MIAR is designed to allow a detachment to handle its own inspections in the same way as its "parent" unit, until validation becomes necessary (detachment-parent command relationships are established in PFID). All of the same logs are available to the detachment and they function in the same way as those of any other unit. Once the MIAR is passed to the "parent" unit, the case is processed at the detachment as if it was validated. The case is removed from the detachment's open case logs and

3.C.3.b.(4) (Cont'd)

placed on its closed case logs. The detachment's Time Spent section becomes accessible to the "parent" unit for changes. A second Time Spent section appears on the MIAR for the "Parent" unit to log its own person hours. These hours must contain some administration hours.

- (5) Progressive Inspections. An MIAR may be passed from one unit to another. However, a progressive inspection is limited to the following inspection types:
  - (a) Initial or Reissue Certificate of Inspection
  - (b) Reinspection
  - (c) Hull Exams
  - (d) Certificate of Compliance.

The inspection types must be indicated on MISF with an "X" in the Progressive data slot. The inspection types are mapped from MISF to MIAR and are locked.

Anytime during the update of the progressive inspection report, the controlling port may file supplements for requirements, special notes, and certificate amendments, or may change the inspection status details before passing the case. Only the validating port must complete all required supplements.

The port that validates the progressive inspection will be listed in MSIS as the Port of Certification (POC) for Initial Certification and Certification. If the port is a detachment, the MIAR must be passed to the "parent" unit by putting an "X" in the Pass To slot. The port code will be filled with the "parent" unit's code and locked.

The following activities occur when a case is passed from one port to another:

- An entry is made on the receiving port's list of scheduled inspections (MISI) and a portion of MISF is updatable for that port.
- An entry is made on the receiving port's log of open cases, MISP.
- The entry on the sending port's open case log, MISP, will be deleted.
- An entry is made on the sending port's closed case log, MIPL.

- 3.C.3.b.(5) 5. The entry on the vessel's open case log, VFOC, is updated with the receiving port.
  - PFAS and PFMI are updated accordingly for both ports.
  - Inspection status summary, MISS, is updated with the receiving port.
  - 8. A Morning Report is sent to the receiving port when the case is passed, to provide notification.
  - A new resource supplement is attached to the MIAR for the receiving port to report its hours expended.
  - 10. Previous resource supplements are saved. They may be viewed by requesting MIAR in retrieval mode.
  - 11. All MIAR supplements are controlled by the receiving port.
  - 12. If the case is passed to an incorrect port, that port must log administrative hours and then may pass the case to the correct port. The same log entries will be made as with a case that was passed to the correct port.
  - 13. Each port having possession of the case is required to enter their time spent on the case.
  - 14. All log entries will show the correct inspection type, with a "P", for progressive, as the first letter.

### SCREEN 1

COMMAND /_MIAR  NAME/ LINCOLN  CASE NUMBER / N CONDUCTED AT/ LOCATION/ CERT ACTION / COMMENTS/	(2)* STATUS: IN PROC/ X COMP/ X VALID/ X CLOSE TO FILE/X
PORT/	ACTIONS REPORTED  SEL  1 NUMBER OF DEFICIENCIES/ I OUT?/ Y  2 NUMBER OF INSPECTION NOTES/ I  3 NUMBER OF CERTIFICATE AMENDMENTS / I  4 INSPECTION STATUS DETAILS UPDATED/ X  5 SPECIAL EXAMINATION REQUIREMENT/ X  PORT**
	INSPECTION TYPE HULL MACH TRAIN EXTRA EXTRN (3)@@ D@ D@ D@ D@
	ADMIN/ <u>D@</u> TRAVEL/ <u>D@</u> TRNTVL/ <u>D@</u> PASS CASE/ <u>X***</u> TO/ <u>PORT***</u>

- \* Field must be filled in on initial entry.
- \*\* Field only displayed for Progressive Inspections.
- \*\*\* Field only displayed for Detachments or Progressive Inspections.
  - @ At least one Time Spent slot must be filled in at validation.
  - 60 At least one Inspection Type slot must be filled in on initial entry.

    If more than one Inspection Type is entered, each type must be unique.
    - # At least one Status slot must be filled in on initial entry and both Valid and Close To File can not be marked.

## FIGURE 3-2. DATA DEFINITIONS FOR MIAR

### SCREEN 2

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION ACTIVITY REPORT 27AUG87
CONDUCTED AT/	186000033 PORT/ CORMS INSP DATE/ CD REF CASE/ CASE  OVERSEAS? (USE COUNTRY CODE)/ (1)  LIT SELF CERT/ X NOTIFY DT/ CD INSPECTOR/ LIT  ONE STATUS: IN PROC/ X‡COMP/ X‡VALID/ X‡CLOSE TO FILE/X‡
-	SEL  1 NUMBER OF DEFICIENCIES/ I OUT?/ Y  2 NUMBER OF INSPECTION NOTES/ I  3 NUMBER OF CERTIFICATE AMENDMENTS / I  4 INSPECTION STATUS DETAILS UPDATED/ X  5 SPECIAL EXAMINATION REQUIREMENT/ X
·	INSPECTION TYPE HULL MACH TRAIN EXTRA EXTRN (3) ee De De De De De
•	ADMIN/ De TRAVEL/ De TRNTVL/ De

- \* Field must be filled in on initial entry.
- @ At least one Time Spent slot must be filled in at validation.
- 60 At least one Inspection Type slot must be filled in on initial entry. If more than one Inspection Type is entered, each type must be unique.
  - \* At least one Status slot must be filled in on initial entry and both Valid and Close To File can not be marked.

FIGURE 3-2. DATA DEFINITIONS FOR MIAR (Continued)

### TABLE 3-3. CODE VALUES FOR MIAR

### (1) COUNTRY CODES

CODE	EXPLANATION	CODE	EXPLANATION
	-ALBANIA	ES	-EL SALVADOR
	-ALGERIA	EK	-EQUATORIAL GUINEA
		ET	-ETHIOPIA
	-ANGOLA	FO	-FAEROE ISLANDS
AV	-ANGUILLA	FA	-FALKLAND ISLANDS
AC	-ANTIGUA	FJ	-FIJI
AR	-ARGENTINA	FΙ	-FINLAND
AS	-AUSTRALIA	FR	-FRANCE
AU	-AUSTRIA	FG	-FRENCH GUIANA
BF	-BAHAMAS	GB	-GABON
BA	-BAHRAIN	GA	-GAMBIA
BG	-BANGLADESH	GC	-GERMAN DEMOCRATIC REPUB
	-BARBADOS	GE	-GERMANY, FEDERAL REPUBLIC
BB BE	-BELGIUM	GH	-GHANA
BH	-BELIZE	GI	-GIBRALTAR
DM	-BENIN, PEOPLES REPUBLIC OF		-GREECE
BD	-BERMUDA		-GREENLAND
BL	-BOLIVIA		-GRENADA
BR	-BRAZIL	GP	-GUADELOUPE
BP	-BRITISH SOLOMON ISLANDS	GQ	-GUAM
VI	-BRITISH VIRGIN ISLANDS	GT	-GUATEMALA
BX	-BRUNEI	GV	-GUINEA
BU	-BULGARIA	GY	-GUYANA
BM	-BURMA	ΗA	-HAITI
BY	-BURUNDI	но	-HONDURAS
CM	-CAMEROON	HK	-HONG KONG
CA	-CANADA	HU	-HUNGARY
CV	-CAPE VERDE IS.	IC	-ICELAND
ĊĴ	-CAYMAN ISLANDS	IN	-INDIA
CL	-CHANNEL ISLANDS	ID	-INDONESIA
CI	-CHILE	ΙR	-IRAN
CH	-CHINA, PEOPLES REPUBLIC OF	ΙZ	-IRAQ
TW	-CHINA, REPUBLIC OF	ΕI	-IRELAND
CO	-COLOMBIA	ΙM	-ISLE OF MAN
CN	-COMORO ISLANDS	IS	-ISRAEL
CF	-CONGO	ΙT	-ITALY
CW	-COOK ISLANDS	IV	-IVORY COAST
CS	-COSTA RICA	JM	-JAMAICA
CU	-CUBA	JA	-JAPAN
CY	-CYPRUS	JO	-JORDAN
CZ	-CZECHOSLOVAKIA	СВ	-KAMPUCHEA
DA	-DENMARK	KE	-KENYA
FT	-DJIBOUTI	GN	
DR	-DOMINICAN REPUBLIC	KN	
DO	-DOMINICA	KS	-KOREA, SOUTH
DB	-DUBAI	KU	-KUWAIT
EC	-ECUADOR	LE	
EG	-EGYPT	LI.	
		LY	-LIBYA

## (1) COUNTRY CODES (Continued)

CODE EXPLANATION CODE EXPLANATION	
LS -LIECHTENSTEIN SF -SOUTH AFRICA	
LU -LUXEMBOURG UR -SOVIET UNION	
MC -MACAO SP -SPAIN	
CC CDANTCH CAHADA	
MA -MADAGASCAR	
MI -MADAWI	NEVIS-ANG
MI -MALAISIA	
MV -MALDIVES ST -ST. LUCIA ST -ST. LUCIA	
MI THADIA	IQUELON
MD -MARIINIQUE	
PR -MAURITANIA	
MP -MAURITIOS	
MA -MEATCO	
MN -MONACO	
MI -MONIBERRAI	
MO -MOROCCO	
MZ -MOZAMBIQUE	
NK -NAORO	
NE -NEERD	
NA -NEITHERENNES INVITEDED AND MOR	AGO
NE -NEITHERENADO	OF THE PA
NC -NEW CHEEDONIII	
AS -APA SPURING	
NO -MICHAROON	TSLANDS
WI -NIGHTH	2.2.2
NG -NIGHT	
NO HORWIT	
MO -OMAN	ATES
FR FARIDIAN	
ry - randin ontice botto	
IN -I DNAID	
PP -FAFOA NEW GOINER TO UNDERTIE! A	
FA -FARAGUAT	
FE - FERO	COF
WO WINCIN TOLANDS	0 01
FU -FOURID TIME!	IA.
TO TORTOGNE	
FO -FORTOGOLDE COTALE.	
RQ -FORRIO RICO	
QA —QATAK	
RE -REGNION	
KO -KOUGHIA	
SM -SAN MARINO ZA -ZAMBIA	
TP -SAO TOME AND PRINCIPE	
SA -SAUDI ARABIA	
SG -SENEGAL	
SG -SENEGAL SE -SEYCHELLES IS. SL -SIERRA LEONE	

SN -SINGAPORE SO -SOMALIA

### (2) CERTIFICATE ACTION

CODE	MAP	EXPLANATION
AMD DAC END INV ISS NA NON PTP RIS SUS VAL WIT	AMEND DEACTIVATE ENDORSE INVALIDATE ISSUE NA NONE PTP - PERMIT TO PROCEED REISSUE SUSPEND VALID - USED ONLY TO CLEAR PTP WITHDRAW	SEE ENCLOSURE (2): PRODUCT SET POLICY AND GUIDANCE

### (3) INSPECTION TYPE

CODE	MAP	EXPLANATION
ADM	ADMIN	ADMIN TYPE CASES NOT COVERED BY OTHER AREAS, AFFECTING THE STATUS OF THE COI WITHOUT SHOWING INSPECTION ACTIVITY
ANN	ANNUAL	OFFSHORE PLATFORM ANNUAL EXAMINATION
CGV	CG VESSEL/EQP	ALL CVS INSPECTION WORK PERFORMED FOR OTHER COAST GUARD PROGRAMS ON COAST GUARD VESSELS OR EQUIPMENT
COC	COC	CERTIFICATE OF COMPLIANCE EXAM: CONTROL VERIFICATION ON PASSENGER VESSELS, TANK VESSEL EXAMINATIONS, OR LETTER OF COMPLIANCE EXAMS
COI	CERTIFICATION	INSPECTION DONE PRIOR TO ISSUANCE OF A COI TO A PREVIOUSLY CERTIFICATED VESSEL
CON	CONTROL VERIF	SOLAS CONTROL VERIFICATION
DAM	DAMAGE SURVEY	DAMAGE SURVEY NOT INVOLVING A CREDIT DRYDOCK EXAM
DDE	DD EXTEND	EXAM CONDUCTED TO SUPPORT DECISION TO EXTEND DRYDOCK INTERVAL
DEF	DEFICIENCY CK	DEFICIENCY CHECK - FOLLOW UP ON OUT STANDING CG-835 OR RESPONSE TO REPORTED DEFICIENCY (EXCEPT HOTLINE RESPONSES)
EXC	EXCURS PERMIT	INSPECTIONS ASSOCIATED WITH ISSUANCE OF AN EXCURSION PERMIT

## (3) INSPECTION TYPE (Continued)

CODE	MAP	EXPLANATION
EYE	OVERSIGHT	OVERSIGHT OF OTHER AGENCIES NOT INVOLVING NEW CONSTRUCTION
FPR	FIRE PROTECTN	FACTORY EXAMINATIONS INVOLVING INSPEC- TIONS FOR FIRE PROTECTION EQUIPMENT
GOV	OTHER GOVT	INSPECTIONS OF VESSELS FOR OTHER GOVERNMENT AGENCIES
нот	HOTLINE	INSPECTION WORK PERFORMED PURSUANT TO COMPLAINTS OR NOTIFICATIONS RECEIVED VIA THE HQ 800 HOTLINE. IF ANY OTHER KIND OF INSPECTION RESULTS FROM THE INSPECTION DONE IN IMMEDIATE RESPONSE TO A HOTLINE NOTIFICATION, A HUL FOR EXAMPLE, ENTER THE TIME EXPENDED ON THE IMMEDIATE AS HOT AND ENTER THE SUBSEQUENT INSPECTION UNDER THE APPROPRIATE CATEGORY. HOT IS A SPECIAL CASE OF DEF.
HUL	HULL EXAM	CREDIT DRYDOCK EXAMINATION - INCLUDES ALL ALTERNATIVE FORMS OF CREDIT DRY-DOCKINGS SUCH AS UNDERWATER SURVEYS OR ALTERNATE INTERNALS IN LIEU OF HUL. A HUL ENTRY IS REQUIRED FOR A CREDIT DRY-DOCK EXAM CONDUCTED IN CONJUNCTION WITH A COI IN ADDITION TO THE ENTRY FOR COI.
ICN	CONSTRUCTION	INITIAL CONSTRUCTION - EXCLUDING OVER- SIGHT. THIS INCLUDES HOURS EXPENDED FOR EXAMINATIONS MADE DURING ACTUAL CON- STRUCTION OR ASSEMBLY OF COMPONENT MODULES INTO COMPLETE VESSEL SYSTEMS.
ICO	CONSTRUCT O/S	INITIAL CONSTRUCTION OVERSIGHT OF THIRD PARTY ASSOCIATIONS DURING ASSEMBLY OF COMPONENTS INTO COMPLETE VESSEL SYSTEMS.
INI	INITIAL CERT	INITIAL CERTIFICATE OF INSPECTION - EXCLUSING RE-FLAGGINGS AND OVERSIGHT OF THIRD PARTIES. THIS INCLUDES CERTIFICA- TIONS ASSOCIATED WITH NEW CONSTRUCTION AND CONVERSIONS, I.E., ANY INSPECTION LEADING TO THE ISSUANCE OF A CERTIFICATE TO A VESSEL FOR THE FIRST TIME. DO NOT INCLUDE HOURS REPORTED UNDER THE HEADING OF INITIAL CONSTRUCTION.

## (3) INSPECTION TYPE (Continued)

	(3) ====	<del></del>
CODE		EXPLANATION
INV	INVESTIGATIVE	HOURS SPENT CONDUCTING INVESTIGATIVE FUNCTIONS ON OFFSHORE PLATFORMS
LJA	LIFE JACKET	FACTORY EXAMINATION ASSOCIATED WITH APPROVAL OF LIFE JACKETS
LOT	L/S SVC OTH	FACTORY EXAMINATION ASSOCIATED WITH LIFE SAVING EQUIPMENT OTHER THAN LIFE JACKETS AND ANNUAL INFLATABLE LIFERAFTS
LRA	LIFERAFT SVC	FACTORY EXAMINATION ASSOCIATED WITH ANNUAL EXAMINATION OF INFLATABLE LIFERAFTS
MAC	MACHINERY	FACTORY EXAMINATION OF VESSEL MACHINERY, E.G., RELIEF VALVES
MAR	MARPOL	INSPECTION NOT ASSOCIATED WITH ANY OTHER INSPECTION TYPE
MPR	MARPOLII PR	MARPOL PLAN REVIEW
MPS	MARPOLII SURV	MARPOL SURVEY
мрт	MARPOLII TEST	MARPOL TEST
отн	OTHER	INSPECTION NOT COVERED ELSEWHERE. DETAILS OF INSPECTION, I.E., SCOPE, SHALL BE ENTERED INTO THE NARRATIVE SECTION OF THE MIAR
PAC	PERS-IN-ADD	EXAMINATION OF FOREIGN VESSELS IN SUPPORT OF AUTHORITY TO CARRY PERSONS IN ADDITION TO CREW
PRT	PLANREV TBOAT	TIME ASSOCIATED WITH PLAN REVIEW OF A SUBCHAPTER T VESSEL, DIRECTLY LINKED TO A SPECIFIC VESSEL
PTP	PERM-PROCEED	SPECIAL INSPECTION TYPE USED TO REFLECT ISSUANCE OF A PERMIT TO PROCEED. NULLI-FIES INSPECTION STATUS ON VFLD, MISS, AND MICP TO REFLECT PERMIT TO PROCEED ISSUANCE
REP	REPAIRS	EXAMINATION OF REPAIRS
RFG	REFLAGGING	REFLAGGING

## (3) INSPECTION TYPE (Continued)

CODE	MAP	EXPLANATION
RIN	REINSPECTION	HOURS ASSOCIATED WITH PERIODIC REINSPECTION OF A VESSEL, E.G., MID-PERIOD
SAN	SANITARY INSP	SANITARY INSPECTIONS NOT PERFORMED IN CONJUNCTION WITH ANY OTHER INSPECTION
SPO	SPOT CHECK	A BRIEF SURVEY OF SAFETY CONDITIONS ON OFFSHORE PLATFORMS
UFV	UNINSP FISHG	UNINSPECTED FISHING VESSELS
UNV	UNINSP-OTHER	OTHER UNINSPECTED VESSELS
UTV	UNINSP TOWING	UNINSPECTED TOWING VESSELS
WEL	WELDER QUAL	FACTORY EXAMINATION FOR WELDER/WELDING PROCEDURE CERTIFICATION

### TABLE 3-3A. EXPLANATIONS OF TIME SPENT

### CODE EXPLANATION

TRAVEL

HULL ALL ONBOARD TIME EXPENDED FOR THE INSPECTION BY HULL INSPECTORS. ALSO ALL T-BOAT, BARGE, PLATFORM, AND OTHER INSPECTIONS WHICH ARE NOT IDENTIFIED AS STRICTLY HULL OR MACHINERY WORK. THIS INCLUDES TIME FOR UNSUPERVISED TRAINEES DOING THESE INSPECTIONS.

MACH

ALL ONBOARD TIME EXPENDED FOR THE INSPECTION BY BOILER INSPECTORS ON PROPULSION AND AUXILIARY MACHINERY, PRESSURE VESSELS, PIPING AND ELECTRICAL SYSTEMS, ETC. THIS INCLUDES TIME FOR UNSUPERVISED BOILER TRAINEES.

TRAIN THE TOTAL ONBOARD TIME EXPENDED FOR THE INSPECTION BY ANY SUPERVISED TRAINEES.

TOTAL TIME EXPENDED FOR EXTRAORDINARY DELAYS BY ALL QUALIFIED INSPECTORS ON THE INSPECTION. EXTRA TIME INCLUDES TIME CONSUMED BY UNUSUAL DELAYS OR OTHERWISE LOST, USUALLY ASSOCIATED WTH TAD TRAVEL; E.G., TIME LOST IN A FOREIGN YARD BECAUSE THE VESSEL WAS NOT READY AND THE INSPECTOR COULD NOT LEAVE. THIS INCLUDES ALL TIME BETWEEN DEPARTURE ON AND RETURN FROM TAD, AS STATED ON THE TRAVEL CLAIM, LESS ALL TIME ACCOUNTED ELSEWHERE.

EXTRN TOTAL TIME EXPENDED FOR EXTRAORDINARY DELAYS BY ALL TRAINEES ON THE INSPECTION.

ADMINISTRATIVE TIME EXPENDED BY ALL INSPECTORS AND ADMIN IT IS ALL TIME EXPENDED BY THE INSPECTOR TRAINEES. PREPARING TO CONDUCT AN INSPECTION AND REPORTING THE RESULTS. IT INCLUDES: RESEARCHING FILES, REGULATIONS, MSIS, MARINE SAFETY MANUAL, NVC'S, ETC.; COMMUNICA-TIONS WITH OTHER UNITS AND MAKING ARRANGEMENTS WITH VESSEL OWNERS/OPERATORS; ENTERING MSIS DATA AND GENER-ATING COI'S AND OTHER DOCUMENTS; WRITING INSPECTION BOOKS AND REPORTS, DISCUSSIONS WITH SUPERVISORS OR COLLEAGUES REGARDING THE INSPECTION; MAKING TRAVEL ARRANGEMENTS INCLUDING INNOCULATIONS, PASSPORTS, VISAS; AND PREPARING TRAVEL CLAIMS. "PARENT COMMANDS SHOULD ENTER ADMIN HOURS ASSOCIATED WITH THE REVIEW AND VALI-DATION OF DETACHMENT CASES".

TOTAL TRAVEL TIME EXPENDED FOR THIS INSPECTION BY ALL QUALIFIED INSPECTORS. IT IS THE TIME SPENT ENROUTE TO AND FROM THE INSPECTION SITE, BY WHATEVER MODE. WHEN TRAVEL TIME SUPPORTS BOTH CVS AND NON-CVS MISSIONS, THE INSPECTOR MUST ALLOCATE (APPROXIMATELY) THE TOTAL TRAVEL TIME INTO CVS AND NON-CVS PROPORTIONS. THE CVS PORTION SHOULD BE ENTERED ON THE MIAR. THE REMAINDER SHOULD BE ENTERED ON THE APPROPRIATE ACTIVITY REPORT(S) FOR THE NON-CVS MISSIONS. WHEN SEVERAL CVS INSPECTIONS

### TABLE 3-3A. EXPLANATIONS OF TIME SPENT (Continued)

### CODE EXPLANATION

TRAVEL (CONT'D)

ARE DONE CONSECUTIVELY, TRAVELLING FROM SITE TO SITE, OR AT THE SAME SITE, AVERAGE THE TOTAL TIME FOR ALL THE JOBS AND ASSIGN THE AVERAGE TO EACH INSPECTION. TRAVEL TIME TO AND FROM WORK, EITHER AT THE OFFICE OR FOR SHIPYARD RESIDENTS, SHOULD BE REPORTED ONLY WHEN IT EXCEEDS ONE ROUND TRIP PER NORMAL WORK DAY; I.E., REPORT ALL LOCAL TRAVEL BEYOND ONE NORMAL COMMUTING ROUND TRIP PER DAY. FOR TAD, ADD TIME EXPENDED AWAITING CHANGE OF MODE, FLIGHT, OR CARRIER AT INTERMEDIATE STOPS.

TRNTVL

TOTAL TIME EXPENDED FOR THIS INSPECTION BY ALL TRAINEES.

TABLE 3-4. INSPECTION TYPES PERMITTED FOR VESSELS AND FACILITIES

		COI	COC FOR	UNK VSL	PLAT FORM	FAC INSP
INSPEC	TION TYPE					
ADM	ADMIN	X	x	x	X	x
ANN	ANNUAL			17	X	
CGV	CG VESSEL/EQP			X		
COC	COC		X	X		
COI	CERTIFICATION	X	17	X		
CON	CONTROL VERIF		X	X		
DAM	DAMAGE SURVEY	X	X	X		
DDE	DD EXTEND	X		X		
DEF	DEFICIENCY CK	X	X	X		
EXC	EXCURS PERMIT	X	v	X X		
EYE	OVERSIGHT	X	Х	Λ		Х
FPR	FIRE PROTECTN			v		Λ
GOV	OTHER GOVT			X		
нот	HOTLINE	X	X	X		
HUL	HULL EXAM	X		X		
ICN	CONSTRUCTION	X		X		
ICO	CONSTRUCT O/S	X		X		
INI	INITIAL CERT	X		X	1,7	
INV	INVESTIGATIVE				X	v
LJA	LIFE JACKET					X
LOT	L/S SVC OTH					X X
LRA	LIFERAFT SVC					X
MAC	MACHINERY			17		Λ
MAR	MARPOL		Х	X		
MPR	MARPOLII PR	X	Х	X		
MPS	MARPOLII SURV	X	X	Х		
MPT	MARPOLII TEST	X	X	X	v	X
ОТН	OTHER	X	X	X	X	Λ
PAC	PERS-IN-ADD	Х		X		
PRT	PLANREV TBOAT	X	X	X		
PTP	PERM-PROCEED	· X		X		
REP	REPAIRS	X	Х	X		
RFG	REFLAGGING	X		X		
RIN	REINSPECTION	X		X		
SAN	SANITARY INSP	X	X	X	17	
SPO	SPOT CHECK			v	X	
UFV	UNINSP FISHG			Х		
UNV	UNINSP-OTHER			X		
UTV	UNINSP TOWING			X		v
WEL	WELDER QUAL					X

TABLE 3-5. ALLOWABLE INSPECTION TYPE COMBINATIONS FOR VESSELS

1.	INIT/CERT	and/or	HULL	and/or	OTHER
2.	CERT	and/or	HULL	and/or	OTHER
3.	REINSPECTION	and/or	HULL	and/or	OTHER
4.	coc .	and/or	OTHER		
5.	ADMIN	no others a	llowed		
6.	Any combination of unique.	of remaining	types a	s long as	they are

# TABLE 3-6. IMPACT ON OTHER PRODUCTS OF FILING AND VALIDATING MIAR

### After Filing an MIAR:

VFOC - entry made on open case log for vessel

FFOC - entry made on open case log for platform

MISP - entry made on open case log for port

MISI - entry deleted on the list of scheduled inspections for that port

VFLD - status is changed to a case number to indicate an inspection is in process for INIT/CERT, CERT, or COC.

PFAS - updates current open for port

PFMI - updates current open for inspection types

MISS - inspection status updated from scheduled to open

MIOI - remove entry on overdue inspections as applicable (COI removes Certificate and /or Reinspection entries from MIOI; RIN removes Reinspections and HUL removes Hull Exam entries.)

### After Validating an MIAR:

VFOC - entry deleted on open case log for vessel

FFOC - entry deleted on open case log for facility

MISP - entry deleted on open case log for port

VFMI - entry made on closed case log for vessel

VFCG - entry made on contact log for vessel

MIPL - entry made on closed case log for port

VFLD - document status updated if necessary

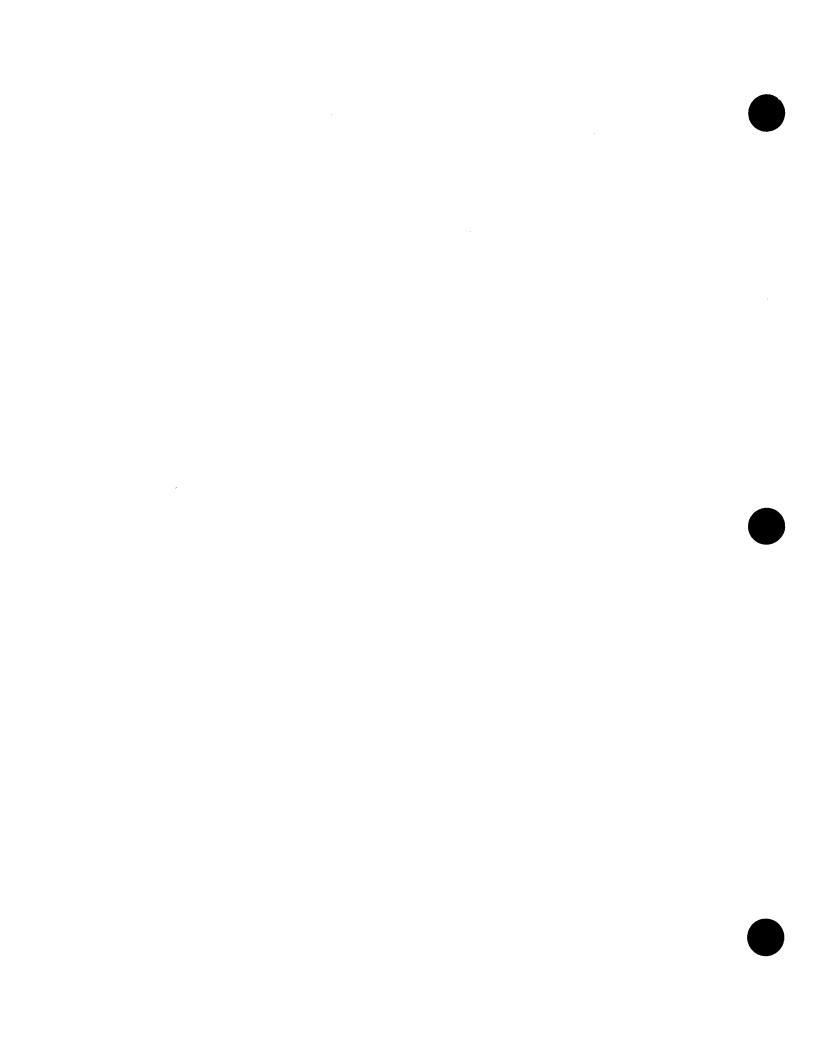
PFMR - A Morning report for platforms is tickled, for an inspection type of annual, one year from the inspection date.

PFAS - activity summary update as pertinent

PFMI - inspection activities updated

MISS - inspection status moves "current status" to "last & next" and OTHER inspection types get deleted.

LETTERS - get tickled (for more information on the generation of letters, see Section 7.5 in this guide).



## MIAR / Entry / Entering An Inspection Report

### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL,2
- SEND

COMMAND /SEL,2 MIEI MARINE	INSE	PECT IC	RESPONSE/PLS ENTER YOUR RESPONS ON ENTRY INDEX	SE 27A	.UG86
CASE/ M187696938 VIN/ CG00017	4		ME/ ZAPATA YORKTOWN		
FIN/ QNUM / LOG CRITERIA: FROM (SINCE) /	_		ME./ CLASS/ PORT/		_
	- MOI	DE			DE
REPORT ACTIVITY EN					RTRV
CHEPURT ACTIVITY (MISF)	1	11	SCHEDULED INSPECT(MISI)	61	71
SCHEDULER(MISF)		12	STATUS AT PORT(MISP)	62	
ACTIVITY REPORT(MIAR)	3	13	PORT LOG(MIPL)	*	
DEFICIENCY REPORT(MIDR)	4	14	COI FLEET(MIFR)	*	74
DEFICIENCY FOLLOW-UP (MIDF)	4			*	75
COI AMENDMENT (MICA)	5	15	OVERDUE INSPECT(MIOI)	*	76
SPECIAL NOTE(MISN)	6	16	OAEKDOE IMPERCITOR		
			SUBCHAPTER Q		
INSPECTION STATUS				81	91
SUMMARY(MISS)		31	APPROVED EQUIPMENT(MIAE)	82	92
DETAILS(MISD)	22	32	CERT OF APPROVAL(MICOA)		93
CRITICAL PROFILE(MICP)	*	33	CERT OF APPROVAL(MICOM)	*	94
PRE-INSPECTION PACKAGE. (MIPIP)	*	34	EQUIPMENT CLASS(MIEC)	*	95
			EQUIPMENT LIST(MIEL)		
ADMINISTRATION					
FIELD INFORMATION(MIFI)	41	51			
			· · · · · · · · · · · · · · · · · · ·		

### STEP 2

- MSIS responds with MIAR form
- Note data "filled in" by MSIS by MISF

NAME/ ZAPATA YOR	RESPONSE/PL MARINE INSPECTION ACTIVITY RE RKTOWN VIN/ CG000	1174 CALL/ ZAPATAY FLAG/ US
CASE NUMBER / MI CONDUCTED AT/ LOCATION/ CC CERT ACTION / COMMENTS/	IS6000038 PORT/ BCL INSP DATE/ 1 OVERS DLUMBUS PROGRESSIVE/ NOTIF STATUS: IN PROC/ COMP/	Y DT/ 27AUG87 INSPECTOR/ VALID/ CLOSE TO FILE/
	SEL  1 NUMBER OF DEFICIENCIES 2 NUMBER OF INSPECTION NOTES 3 NUMBER OF CERTIFICATE AMENDME 4 INSPECTION STATUS DETAILS UPD 5 SPECIAL EXAMINATION REQUIREME  INSPECTIONTIME SPEN TYPE HULL MACH TRAIN E	OUT?/Y/ — NTS / — ATED/ NT/
- - - - -	ADMIN/ TRAVEL/ TE	RNT VL/

### RESPONSE/PLS ENTER YOUR RESPONSE COMMAND /\_\_ 27AUG86 MARINE INSPECTION ACTIVITY REPORT MIAR VIN/ CG000174 CALL/ ZAPATAY FLAG/ US NAME/ ZAPATA YORKTOWN CASE NUMBER / MI86000038 PORT/ BCL INSP DATE/ 19JAN87 REF CASE/ MI86000031 CONDUCTED AT/ COLUMBUS, OHIO OVERSEAS? (USE COUNTRY CODE)/ LOCATION.../ COLUMBUS PROGRESSIVE/ NOTIFY DT/ 19FEB87 INSPECTOR/ MCD CERT ACTION / MONE STATUS: IN PROC/ X COMP/ VALID/ CLOSE TO FILE../ COMMENTS.../ REINSPECTION EMCOUNTERED NO MAJOR PROBLEMS STEP 3 Enter desired data (complete or partial) --- ACTIONS REPORTED ---SEND SEL NUMBER OF DEFICIENCIES....../ 1 OUT?/ NUMBER OF INSPECTION NOTES...../ 1 NUMBER OF CERTIFICATE AMENDMENTS / 1 INSPECTION STATUS DETAILS UPDATED/ 1 SPECIAL EXAMINATION REQUIREMENT .. / -----TIME SPENT-----INSPECTION HULL MACH TRAIN EXTRA EXTRN TYPE REINS PECTION ADMIN/ \_\_\_\_ TRAVEL/ \_\_\_\_ TRNTVL/ \_\_

### STEP 4

 MSIS responds with confirmation

,				
COMMAND /	MARINE INSPECTION	RESPONSE/MIEI NEXT ACTIVITY REPORT	ON QUEUE	27AUG86
REPORT FILED BUT NOT	VALIDATED			

# MIAR / Update / Correcting/Adding To A Previous Report

### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL,2
- SEND

COMMAND /SEL,2 MIEI MARINE	INSE	ECT IO	RESPONSE/PLS ENTER YOUR RESPO N ENTRY INDEX	NSE 27	AUG86
CASE/ M186000038 VIN/ CG0001	74	NA	ME/ ZAPATA YORKTOWN	•	
LOG CRITERIA: QNUM /	フ <u>_</u>		LASS/ PORT/	•	
	- MOI	DE		MOI	
		RTRV	LOGS	ENTRY	
KEFUKI BULLULU		11	SCHEDULED INSPECT(MISI)	61	71
SCHEDULER(MISF)		12		62	72
ACTIVITY REPORT(MIAR)			PORT LOG(MIPL)		73
DEFICIENCY REPORT(MIDR)	7	14	COI FLEET(MIFR)	*	74
DEFICIENCY FOLLOW-UP(MIDF)		15		*	75
COI AMENDMENT(MICA)	6		OVERDUE INSPECT(MIOI)	*	76
SPECIAL NOTE(MISN)	0	10	O 4 DELOGIE THOU ENGINEERS		
			SUBCHAPTER Q		
INSPECTION STATUS	*	31		81	91
SUMMARY(MISS)	22	32		82	92
DETAILS(MISD)	2 <u>*</u>	33	CERT OF APPROVAL (MICO)	<b>A</b> ) *	93
CRITICAL PROFILE(MICP)	*	34		*	94
PRE-INSPECTION PACKAGE. (MIPIP)	-	27	EQUIPMENT LIST(MIEL	*	95
ADMINISTRATION					
FIELD INFORMATION(MIFI)	41	51			

### STEP 2

 MSIS responds with MIAR for requested case

HILL	MARINE INSPI		REPORT		2 /AUG80
NAME/ ZAPATA YO	ORKTOWN	VIN/ CG	000174 CAL	Z/ ZAPATAY	FLAG/ US
CONDUCTED AT/	MI86000038 PORT/ BOCOLUMBUS, OHIO COLUMBUS PRO NONE STATUS: REINS PECTION ENCOUN	GRESSIVE/ NO	ERSEAS? (US) TIFY DT/ 191 / VALID/	EB87 INSPEC	TOR/ MCD
	A	CTIONS REPORTED			
	SEL  1 NUMBER OF DE  2 NUMBER OF IN  3 NUMBER OF CE  4 INSPECTION S  5 SPECIAL EXAM	FICIENCIES SPECTION NOTES. RTIFICATE AMEND TATUS DETAILS U INATION REQUIRE	/ 1/ 1/ 1 pm ents / 1 pp ated/ cment./		
	INSPECTION TYPE HULL REINSPECTION	MACH TRAIN	EXTRA EXT	RN	
	ADMIN/	TRAVEL/	TRNTVL/		

### STEP 3

- Enter additional data. In this case, the user enters staff hours spent on the inspection in the Time Spent section
- SEND

NAME/ ZAPATA YOU CASE NUMBER / CONDUCTED AT/	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION ACTIVITY REPORT 27AUG86  DRKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US  MI86000038 PORT/ BCL INSP DATE/ 19JAN87 REF CASE/ MI86000031  COLUMBUS, OHIO OVERSEAS? (USE COUNTRY CODE)/  COLUMBUS PROGRESSIVE/ NOTIFY DT/ 19FEB87 INSPECTOR/ MCD  NONE STATUS: IN PROC/ X COMP/ VALID/ CLOSE TO FILE/ REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS
	SEL  1 NUMBER OF DEFICIENCIES/ 1 OUT?/ Y  2 NUMBER OF INSPECTION NOTES/ 1  3 NUMBER OF CERTIFICATE AMENDMENTS / 1  4 INSPECTION STATUS DETAILS UPDATED/  5 SPECIAL EXAMINATION REQUIREMENT/
	INSPECTION TYPE. HULL MACH TRAIN EXTRA EXTRN REINSPECTION 45 20 10

## MIAR / Update / Validating An Inspection Report

### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL,2
- SEND

COMMAND /SEL,2 MIEI	MARINE	INS		RESPONSE/PLS N ENTRY INDEX		RESPO		AUG86
CASE/ M18766638	VIN/ CG0001 FIN/	74	NA NA	ME/ ZAPATA	YORKTOWN			
LOG CRITERIA:	QNUM / FROM (SINCE) /			LASS/	PORT/			
	_	- MOI	DE			-	- MOI	DE
REPORT ACT	IVITY F	NTRY	RTRV	LOG	s	E	NTRY	RTRV
SCHEDULER	(MISF)	1	11	SCHEDULED I	NSPECT(	MISI)	61	71
ACTIVITY REPORT.	(MIAR)	2	12	STATUS AT P	ORT(!	MISP)	62	72
DEFICIENCY REPOR	T(MIDR)	3	13	PORT LOG	(!	MIPL)	*	, ,
DEFICIENCY FOLLO		4	14	PORT LOG COI FLEET	(1	MIFR)	*	74
COI AMENDMENT			15	PLATFORM LI	ST(1	PFPL)	*	75
SPECIAL NOTE	(MISN)	6	16	OVERDUE INS	PECT(	MIOI)	*	76
INSPECTION	STATUS			SUBCH				
SUMMARY	(MISS)	*	31	CLASS DESCR	IPTION(	MICD)	81	
DETAILS	(MISD)	22	32	APPROVED EQ	UIPMENT(	MIAE)	82	
CRITICAL PROFILE	(MICP)	*	33	CERT OF APP	RO VA L(	MICOA	*	93
PRE-INSPECTION E		•	34		LASS(			94
FRE-INSPECTION I		•		EQUIPMENT L	IST(	MIEL)	*	95
ADMINIST	RATION							
FIELD INFORMATIO		41	51					

### STEP 2

MSIS responds with MIAR

-	
COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE
MIAR	RESPONSE/PLS ENTER YOUR RESPONSE MARINE INSPECTION ACTIVITY REPORT 27AUG86
NAME/ ZAPATA Y	ORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US
CASE NUMBER / CONDUCTED AT/	MI86000038 PORT/ BCL INSP DATE/ 19JAN87 REF CASE/ MI86000031 COLUMBUS, OHIO OVERSEAS? (USE COUNTRY CODE)/ COLUMBUS PROGRESSIVE/ NOTIFY DT/ 19FEB87 INSPECTOR/ MCD NONE STATUS: IN PROC/ X COMP/ X VALID/ CLOSE TO FILE/ REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS
	ACTIONS REPORTED
	SEL / 1 OUTS / V
	1 NUMBER OF DEFICIENCIES/ 1 OUT?/ Y
	NUMBER OF INSPECTION NOTES/ 1 NUMBER OF CERTIFICATE AMENDMENTS / 1
	NUMBER OF CERTIFICATE AMENUMENTS / I INSPECTION STATUS DETAILS UPDATED / X
	5 SPECIAL EXAMINATION REQUIREMENT/
	INSPECTIONTIME SPENT
	TYPE HULL MACH TRAIN EXTRA EXTRN
	REINSPECTION 45.00 20.00 10.00
	ADMIN/ 5.000 TRAVEL/ 3.000 TRNTVL/

### STEP 3

- Place an X in the Valid slot
- Note that the Number of Certificate Amendments slot is filled in and that the Inspection Status Details slot reflects that MISD has been updated

NAME/ ZAPATA YOU CASE NUMBER / CONDUCTED AT/ LOCATION/	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION ACTIVITY REPORT 27AUG86  DRKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US  MI86000038 PORT/ BCL INSP DATE/ 19JAN87 REF CASE/ MI86000031  COLUMBUS, OHIO OVERSEAS? (USE COUNTRY CODE)/  COLUMBUS PROGRESSIVE/ NOTIFY DT/ 19FEB87 INSPECTOR/ MCD  NONE STATUS: IN PROC/ X COMP/ X VALID/ X CLOSE TO FILE/  REINSPECTION ENCOUNTERED NO MAJOR PROBLEMS
	SEL  1 NUMBER OF DEFICIENCIES/ 1 OUT?/ Y  2 NUMBER OF INSPECTION NOTES/ 1  3 NUMBER OF CERTIFICATE AMENDMENTS / 1  4 INSPECTION STATUS DETAILS UPDATED/ X  5 SPECIAL EXAMINATION REQUIREMENT/
	INSPECTION TYPE HULL MACH TRAIN EXTRA EXTRN REINSPECTION 45.00 20.00 10.00

### STEP 4

 MSIS responds with confirmation

COMMAND / MARINE MARINE REPORT FILED AND VALIDATED	INSPECTION	RESPONSE/MIEI NEXT ACTIVITY REPORT	ON QUEU	E 27AUG86
REPORT FIELD AND WILLIAM				

## MIAR / Update / Sending a Progressive Inspection

### STEP 1

- Enter a valid Progressive case number on MIEI
- COMMAND: SEL,2
- SEND

COMMAND /SEL,2 MIEI	MARINE	INSF		RESPONSE/PLS ENT ON ENTRY INDEX	TER YOUR RESPO	NSE 27#	AUG86
CASE/ M186000039		74		AME/ ZAPATA YO AME/	RKTOWN		
	QNUM / FROM (SINCE) /	<u> </u>	00	CLASS/	PORT/ BCL		
		- MOF	DE			MOE	
20 20 20 20 20 20 20 20 20 20 20 20 20 2			RTRV	LOGS		ENTRY	
REPORT ACTI		1	11		PECT(MISI)	61	71
SCHEDULER	(III)	2	12		T(MISP)		72
ACTIVITY REPORT		2	13	PORT LOG	(MIPL)	*	73
DEFICIENCY REPORT	1 11D (M104)	4	14	COT FLEET	(MIFR)	; *	74
DEFICIENCY FOLLOW	4-UF(MIDE)	5	15	PLATEORM LIST	(PFPL)	, ) *	75
COI AMENDMENT	(MICA)	6	16	OVERDUE INSPE	CT(MIOI)	ý *	76
SPECIAL NOTE	(m15N)	0	10	C.L.COD INSTI			
**********	ביי איניב			SUBCHAP	TER Q		
INSPECTION		*	31		PTION (MICD)	) 81	91
SUMMARY	(MISS)	22	32		IPMENT(MIAE)		92
DETAILS		22	32		VAL(MICO	,	93
CRITICAL PROFILE.	(MICP)		33 34	EUILIDMENT CLY	ASS(MIEC)	) *	94
PRE-INSPECTION PA	ACKAGE. (MIPIP)	-		EQUIPMENT LIS	ST(MIEL)	<b>,</b> *	95
ADMINISTR	ATION						
FIELD INFORMATION	N(MIFI)	41	51				

### STEP 2

- MSIS responds with MIAR. Update as needed
- Note that a report cannot be passed the first time a port accesses it
- SEND

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION ACTIVITY REPORT 27AUG86
NAME/ ZAPATA Y	ORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US
CASE NUMBER / CONDUCTED AT/ LOCATION/ CERT ACTION / COMMENTS/	MI86000039 PORT/ BCL INSP DATE/ 25JAN87 REF CASE/ MI86000038 COLUMBUS, OHIO OVERSEAS? (USE COUNTRY CODE)/ US TIFFIN PROGRESSIVE/ X NOTIFY DT/ 22JAN87 INSPECTOR/ JAH NONE STATUS: IN PROC/ X COMP/ VALID/ CLOSE TO FILE/
	ACTIONS REPORTED
	NUMBER OF DEFICIENCIES
	INSPECTIONTIME SPENT  TYPE HULL MACH TRAIN EXTRA EXTRN  HULL EXAM 3 2 3
	ADMIN/ 4 TRAVEL/ 1 TRNTVL/

### STEP 3

 MSIS responds with confirmation

COMMANI	) /					RESPONSE/MIEI NEX			XT ON	QUEUE	
MIAR	·—			MARINE	INSPECTION	ACTIVITY F	REPORT				2 7AUG86
REPORT	FILED	BUT	NOT	VALIDATE	ED						

### STEP 4

- Upon repeating
  Step 1, MSIS
  responds with
  MIAR. Fill in
  data as needed.
  The option to
  pass the report
  to another port
  is available
- SEND

,					•	)
LITUN	MARINE	E INSPECTION	ACTIVITY	REPORT		2780000
CASE NUMBER / CONDUCTED AT/ LOCATION/ CERT ACTION /	ORKTOWN MI86000039 PC COLUMBUS, OHIC TIFFIN NONE STA	PROGRESS ATUS: IN PRO	OV IVE/ X NO C/ X COMP	G000174 C C/ 25JAN87 ERSEAS? ( TIFY DT/ VALID	ALL/ ZAPATAY REF CASE/ LUSE COUNTRY ( 22JAN87 INSP // CLOSE TO	FLAG/ US MI86000038 CODE)/ US ECTOR/ JAH FILE/
		ACTIONS	REPORTED	)		
	2 NUMBER 3 NUMBER 4 INSPEC	OF DEFICIENT OF INSPECTION STATUS L EXAMINATION	ON NOTES. CATE AMENI DETAILS (	OMENTS / UPDATED/	v	
	INSPECTION		TIME C1	PENT		
	INSPECTION TYPE HULL EXAM	HULL MACI	H TRAIN	EXIKA	EXTRN	
		4.000 TRAV				
	·			TO / NEWM	Ī	

#### STEP 5

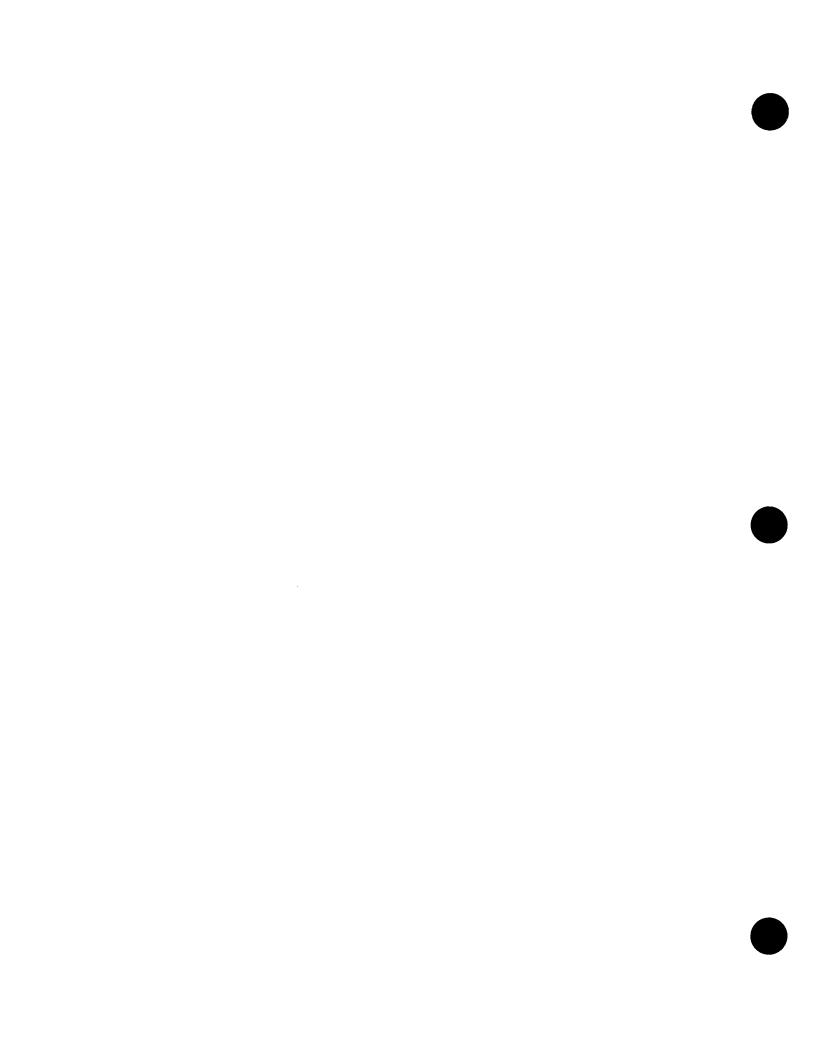
 If the report is passed, MSIS responds with confirmation

COMMAND /	MARINE INSPECTION	RESPONSE/MIEI NEXT ON QUEUE ACTIVITY REPORT	27AUG86
REPORT FILED AND CASE	PASSED		

#### STEP 6

• The report can be passed by repeating Steps 1-5 until validated. Once validated, it can be retrieved to show all the times entered by each port

```
RESPONSE/KEY "SEL, 1, 2, ... " FOR DETAILS
COMMAND /_
                                MARINE INSPECTION ACTIVITY REPORT
MIAR
                                                            VIN/ CG000174 CALL/ ZAPATAY FLAG/ US
NAME/ ZAPATA YORKTOWN
CASE NUMBER / MI86000039 PORT/ NEWMI INSP DATE/ 25JAN87 REF CASE/ MI8600038
CONDUCTED AT/ COLUMBUS, OHIO OVERSEAS? (USE COUNTRY CODE)/ US
LOCATION.../ TIFFIN PROGRESSIVE/ X NOTIFY DT/ 22JAN87 INSPECTOR/ JAF
CERT ACTION / NONE STATUS: IN PROC/ X COMP/ X VALID/ X CLOSE TO FILE../
                                          --- ACTIONS REPORTED ---
                        SEL
                               NUMBER OF DEFICIENCIES......./ 1 OUT?/
NUMBER OF INSPECTION NOTES...../ 0
NUMBER OF CERTIFICATE AMENDMENTS / 1
INSPECTION STATUS DETAILS UPDATED/ X
                               SPECIAL EXAMINATION REQUIREMENT .. /
            PORT/ BCL
                                          -----TIME SPENT-----
                      INSPECTION
                                          HULL MACH TRAIN EXTRA EXTRN
                           TYPE
                                          3.000 2.000 3.000
                               ADMIN/ 4.000 TRAVEL/ 1.000 TRNTVL/
            PORT/ NEWMI
                                          HULL MACH TRAIN EXTRA EXTRN
                       INSPECTION
                                                   MACH TRAIN EXTRA EXTRN
                           TYPE
                                          3.000
                               ADMIN/ 3.000 TRAVEL/
                                                                       TRNTVL/
```



### D. Marine Inspection Deficiency Report -- MIDR.

### MIDR Purpose and Description.

- a. Documents and controls the status of deficiencies found during the inspection of a vessel or facility.
- b. Provides the number of blank deficiency forms indicated on MIAR.
- c. Is filed when a deficiency is allowed to remain outstanding.
- d. Is filed when a deficiency affected the safety integrity of the vessel, whether or not it remained outstanding at the completion of the inspection.
- e. Generates an MILIR or MIILN letter to the vessel's operator notifying him/her of outstanding requirements.
- f. Posts counts of deficiencies to Marine Inspection Critical Profile (MICP) and Marine Inspection Activity Report (MIAR).
- g. Generates an entry on the Morning Report for the Port of Certification (if not the port entering the deficiency) and any ports entered in the Notify slot(s).
- h. Figure 3-3 shows the data definitions for MIDR. See Table 3-7 for the code values and Enclosure (1) for the abbreviation meanings.
- i. The uses of MIDR are illustrated in the following example sequences entitled: Entering a Deficiency Report and Correcting or Adding to a Deficiency Report.

### Accessing MIDR.

- a. Menu. MIDR is normally accessed through MIEI.
- b. Free-Form. MIDR can be accessed through free-form with:

-MIDR, <E, U, or R>, CASE=<inspection case number>

#### where:

E = entry mode
U = update mode
R = retrieval mode
CASE = inspection case number

3.D.2.b. Please Note: CASE=ADMIN is not available to the user.

**EXAMPLE:** 

### -MIDR, U, CASE=MI86000016

- c. <u>Selection From Other Products</u>. MIDR may be accessed from MIAR.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 and logged in port is equal to the port initiating the case.

### 3. MIDR Data Entry Requirements and Explanation.

a. General Processing. In E(ntry) mode, MIDR is accessed by selection from MIAR or through MIEI, using the Inspection Case Number. The number of blank deficiency forms displayed is the same as the number requested on the controlling MIAR. The user enters the data items and the deficiency status for each deficiency being reported. If a deficiency is outstanding, the user must also enter compliance and prompt dates. The compliance date is the date by which an outstanding deficiency is to be corrected. The prompt date is the date on which a letter is to be sent to the vessel's operator notifying him of the outstanding deficiency.

At anytime prior to validation of the inspection case, the initiating unit can correct, delete, or add to a deficiency using **U(pdate)** mode. After validation, changes in the deficiency status can only be accomplished using MIDF. MIDR can not be changed after the controlling MIAR has been validated.

MIDR may also be accessed in R(etrieval) mode to view the deficiency report filed on a vessel or facility specified by an inspection case.

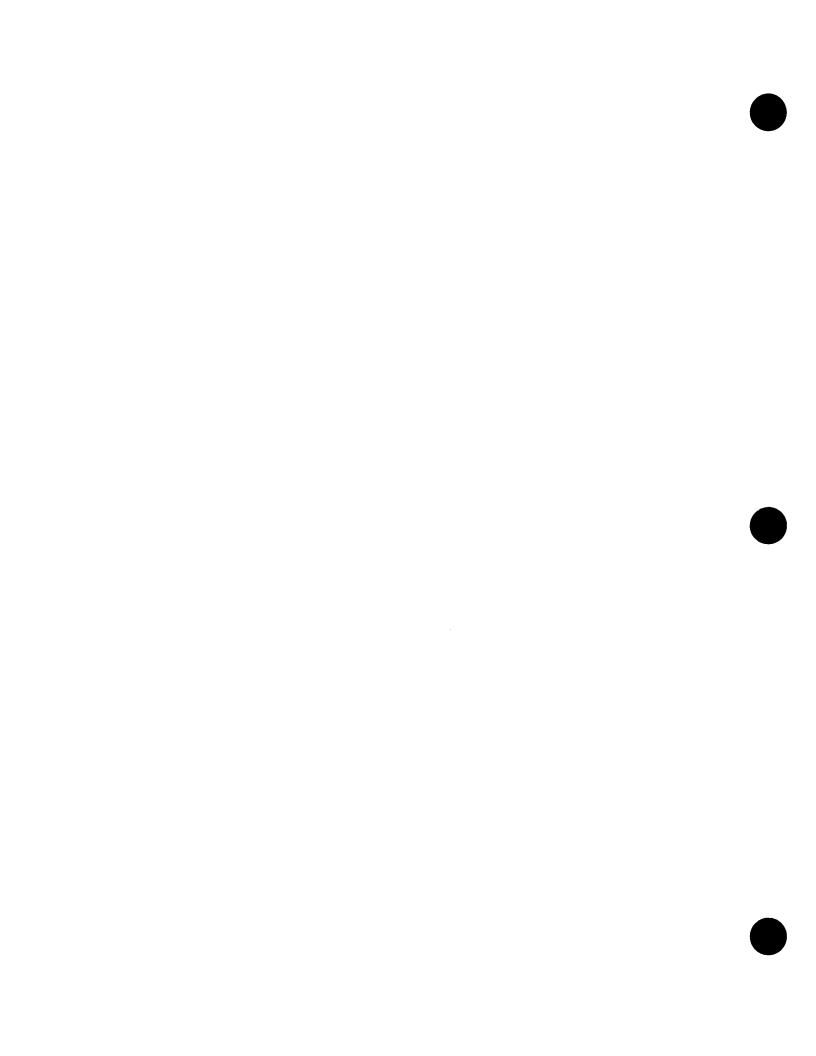
b. Special Processing. When an item (IDENT) marked "ITEMS NOT INSPECTED" is cleared, it is deleted from MIDR. However, the count of deficiencies remains the same so that the count and the actual number of items may not be the same.

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE
MIDR	MARINE INSPECTION DEFICIENCY REPORT 27AUG8
NAME/ HOLLYWOO INSPECTION CAS	OD CHEM JIM VIN/ CG000135 CALL/ JRW45 FLAG/ USE NUMBER/ MI86000022 DATE/ 15AUG86 NUMBER DEFICIENCIES/
•	DEFICIENCY DEFINITIONS
IDENT/ LIT	NUMBER OF DEFECTIVE UNITS/ I  NUMBER OF DEFECTIVE UNITS/ I  SUBSYSTEM/ (2) LOCATION/ (3)  CAUSE/ (5) Q NUMBER/ QNUM  CAUSE/ OPERATION-PROCEDURE/ X  CASUALTY DAMAGE/ X MATERIEL FAILURE/ X OPERATION-PROCEDURE/ X  LITEMS NOT INSPECTED/ X
SYSTEM/	1) SUBSYSTEM/ (2) LOCATION/ (3)
TYPE/(	4) CAUSE/ (5) Q NOMBER/ QROTI
CATEGORY(X):	ITEMS-MISSING-OUTDATED/ X ITEMS NOT INSPECTED/ X ITEMS NOT INSPECTED/ X
NARR	
STATUS(X): CO	RRECTED/X**OUTSTANDING/X**TEMP REPAIR/X**COMPLIANCE DATE/ CD*** NARR
PROMPT DATE/	CD@ LETTER/ DATE/ NOTIFY/ (6) (6) (6)
*** Field mu	st be filled in if OUTSTANDING slot or TEMP REPAIR slot

<sup>\*\*\*</sup> Field must be filled in if OUTSTANDING slot or TEMP REPAIR slot is "X"'ed.

<sup>\*\*</sup> One of these fields must be filled in on initial entry.

<sup>@</sup> This slot is locked for facilities.



### TABLE 3-7. CODE VALUES FOR MIDR

# (1) SYSTEM

CODE	EXPLANATION
BA BM BS CS DL DM ES FF HA HS LS NC NS PP	AUX BOILERS MAIN BOILER BALLAST CARGO DOCS, LIC, PERMITS DECK MACHINERY ELECTRICAL FIRE FIGHTING HABITATION HULL LIFESAVING SYSTEM, NOT ELSE.CLASS. NAVIGATION PROPULSION
SS	STEERING

### (2) SUBSYSTEM

SYSTEM:	BOILERS	
CODE	MAP	EXPLANATION
BLØ1 BLØ2	AIR HEATERS CASINGS	
BLØ3	DRUMS, INTERNALS	
BLØ4	TUBES VALVES, NEC	
BLØ5 BLØ6	WATER LEV INDIC	WATER LEVEL INDICATOR
BLØ7	WATER TESTING	
BLØ8	BRICK-FIREBOX BURN FLAME SCAN	BURNER FLAME SCANNER
BLØ9 BL10	BURNER IGNITION	
BL11	COMBUST CONTROL	COMBUSTION CONTROL
BL12	DESUPERHEATERS DRAFT GAGES	,
BL13 BL14	BURNERS, AIR REG	
BL15	FEED WATER REG	
BL16	ECONOMIZER	
BL17	SAFETY VALVES SMOKE INDICATOR	
BL18 BL19	SOOT BLOWER	
BL20	SUPERHEATERS	THE PROPERTY OF THE PROPERTY O
BL21	SUPRHT TEMP REG	SUPERHEAT TEMPERATURE REGULATO
BL22 BL23	UPTAKES VENT,COND,DEAER	VENTS, CONDITIONERS, DEAERATOR
BL23	CONTAM STM GEN	CONTAMINATED STEAM GENERATOR
BL25	HI PRESS EVAP	
BL26	LO PRESS EVAP	

# (2) SUBSYSTEM (Continued)

SYSTEM:	BOILERS	(Continued)
~ - ~		•

CODE	MAP	EXPLANATION
BL27 BL28 BL29 BL30 BL31 BL32 BL33	EJECT, CONDENSER MAIN CONDENSER SALINITY INDIC LIQ PIPE, VALVES STM PIPE, VALVES SEA VALVES BOILER SYS, NEC	STEAM PIPING, VALVES

### SYSTEM: BALLAST

CODE	MAP	EXPLANATION
BSØ1	PUMPS	
BSØ2	PUMP DRIVES	
BSØ3	PIPING	
BSØ4	PIPE FITTINGS	
BSØ5	CONTROLS	
BSØ6	VALVES	
BSØ7	BALLAST SYS, NEC	
BSØ8	SBT	SBT
BSØ9	CBT	CBT

### SYSTEM: CARGO

CODE	MAP	EXPLANATION
CSØ1 CSØ2 CSØ3 CSØ4 CSØ5 CSØ6 CSØ7 CSØ8 CSØ9 CS1Ø CS11 CS12	TANK STRUCTURE FLAME SCREENS ULLAGE OPEN-FIT PV VALVES SR VALVES VENT SYSTEM GAUGING LEAK DETECTION HEATING SYSTEM REFRIGERATION IGS AIR-CONDITION	ULLAGE OPENINGS, FITTINGS PRESSURE-VACUUM VALVES SAFETY-RELIEF VALVES
CS13 CS14	HOSES PIPING	
CS15 CS16	VALVES PUMPS	
CS17 CS18 CS19 CS20	PUMP DRIVES PIPE FITTINGS TRANSFER CONTRL ELEVATORS	

### (2) SUBSYSTEM (Continued)

# SYSTEM: CARGO (Continued)

CODE	MAP	EXPLANATION
CS21 CS22 CS23 CS24 CS25 CS26 CS27 CS28 CS29 CS30 CS31 CS32 CS33 CS34 CS35 CS36 CS37	CONVEYORS SELF UNLOADERS BILGE LEAK CONTAINMNT DOCS-MANIFESTS CARGO SYS, NEC OIL IN FOREPEAK LOADING ARMS INTERFACE DETEC CARGO ALARM CARGO MONITOR SLOP TANK SLUDGE TANK COW NLS WASH SENSOR NLS STRIP EQUIP NLS DSCHG OUTLT NLS WASH EQUIP NLS DIS RECORDR NLS TEMP SYSTEM	CARGO DOCUMENTS, PAPERS, MANIF OIL IN FOREPEAK LOADING ARMS INTERFACE DETECTOR CARGO ALARM CARGO MONITOR SLOP TANK SLUDGE TANK COW
CS40 CS41	INCLINOMETER	

### DOCUMENTS, LICENSES, PERMITS

CODE	MAP	EXPLANATION
DLØ1 DLØ2 DLØ3 DLØ4 DLØ5 DLØ6 DLØ7 DLØ8 DLØ9 DL10 DL11 DL12 DL13 DL14 DL15 DL16 DL17	CERT. OF INSP. SAFETY EQUIPMT SAFETY CONSTRN RADIOTELEPHONE RADIOTELEGRAPH LOADLINE CERT. FINANC. RESP. OIL IOPP CERT. IMO FITNESS LTR OF COMPL.	CERT. OF INSP. SAFETY EQUIPMT SAFETY CONSTRN RADIOTELEPHONE RADIOTELEGRAPH LOADLINE CERT. FINANC. RESP. OIL IOPP CERTIFICATE IMO FITNESS LTR OF COMPL. REGISTRY IGS OPS MANUAL COW OPS MANUAL COW OPS MANUAL IGS APPVL LTR COW APPVL LTR
DL19 DL20	OFFICERS LIC. CREW LIST	OFFICERS LIC. CREW LIST D.C. MANIFEST
DL21	D.C. MANIFEST	D.C. MANIFEST

### (2) SUBSYSTEM (Continued)

# DOCUMENTS, LICENSES, PERMITS (Continued)

CODE	MAP	EXPLANATION
DL22 DL23 DL24 DL25 DL26 DL27 DL28 DL29 DL30 DL31 DL32 DL33 DL34 DL35 DL36 DL37 DL38	CARGO LOC. PLAN IGS RECORD BOOK OIL XFER PROC. FCC CERT. DECLAR. OF INSP OIL RECORD BOOK MARPOL MON. REC CARGO PIP. PLAN CARGO INF. CARD HAZ WASTE MANIF OCEAN DMP PERMT IMO MODU CODE OIL DISCH PLACD TV EXAM LETTER NEC NLS SHPNG PAPER NLS P&A MANUAL	CARGO LOC. PLAN IGS RECORD BOOK OIL XFER PROC. FCC CERT. DECLAR. OF INSP OIL RECORD BOOK MARPOL MON. REC CARGO PIP. PLAN CARGO INF. CARD HAZ WASTE MANIF OCEAN DMP PERMT IMO MODU CODE OIL DISCH PLACD TV EXAM LETTER
DL39	HAZ WASTE MANIF	
DL40	CARGO REC BOOK	
DL41	NLS IOPP CERT	
DL42	CERT OF FITNESS	•

#### SYSTEM: DECK MACHINARY

CODE	MAP	EXPLANATION
DMØ1	MAST, CRANE, BOOM	
DMØ2	RUNNING RIGGING	
DMØ3	STANDNG RIGGING	
DMØ4	FISHING GEAR	
DMØ5	TOW WINCH, DRIVE	
DMØ6	TOW LINES	
DMØ7	ANCH WIND, DRIVE	ANCHOR WINDLASS, DRIVE
DMØ8	ANCH CHAIN, CBLE	
DMØ9	MOOR WNCH, DRIVE	
DM10	MOOR LINES	
DMll	CAPSTANS	
DM12	BOW THRUSTER	
DM13	STERN THRUSTER	
DMl4	HATCH COV MACHY	HATCH COVER MACHINERY
DM15	DECK MACHRY, NEC	

### (2) SUBSYSTEM (Continued)

SYSTEM:	ELECTRICAL	
CODE	MAP	EXPLANATION
ESØ1 ESØ2 ESØ3 ESØ4 ESØ5 ESØ6 ESØ9 ES1Ø ES11 ES12 ES13 ES14 ES15 ES16	SERVICE GENERAT SERV GEN DRIVE SERV SUPPORTS SERV BATTS, CHRG EMER GENERATOR EMER GEN DRIVE EMER SUPPORTS EMER BATTS, CHRG SERV SWITCHBORD EMER SWITCHBORD DIST PANELS LIGHTING PANELS POWER PANELS TEST PANELS WIRING, GEN'L LIGHTS, FIXTURES TRANSFORMERS MISC MOTORS, CTR	SERVICE GENERATOR SUPPORTS SERVICE SYSTEM BATTERIES, CHAR  EMERGENCY GENERATOR SUPPORTS EMERGENCY BATTERIES, CHARGING  MISCELLANEOUS MOTORS, CONTROLLE
ES19	ELECT SYS, NEC	

### SYSTEM: FIRE FIGHTING

	MAP	EXPLANATION
FF01 FF02 FF03 FF04 FF05 FF06 FF07 FF08 FF09	MN PIPE, VALVES MN PUMPS, DRIVES MN HOSE, NOZ, HYD MAIN SYS, NEC SPRINK-PIPING SPRINK-CONTROLS SPRINK SYS, NEC FIXCO2-PIPING FIXCO2-CONTROLS FIXCO2-STORAGE	MAIN PIPING, VALVES MAIN PUMPS, PUMP DRIVES MAIN HOSE, NOZZLES, HYDRANTS
FF11 FF12 FF13 FF14 FF15 FF16 FF17 FF18 FF19 FF20 FF21 FF22 FF23	FIXCO2 SYS, NEC FFOAM-PIPE, PUMP FFOAM-CONTROLS FFOAM-PRESS VES FFOAM-OTHER FHALON-PIPING FHALON-CONTROLS FHALON-STORAGE FHALON SYS, NEC PORTABLE EQUIP FIRE DET, ALARMS FIRE AXES OUTFITS, APPARAT	FIXED FOAM SYSTEM PIPING, PUMP FIXED FOAM SYSTEM CONTROLS FIXED FOAM SYSTEM PRESSURE VES  FIXED HALON SYSTEM PIPING FIXED HALON SYSTEM CONTROLS FIXED HALON STORAGE SYSTEM FIXED HALON SYSTEM ELEMENTS, N  FIRE DETECTION AND ALARM SYSTE FIREMANS OUTFITS, BREATHING AP

### (2) SUBSYSTEM (Continued)

S	YSTEM:	FIRE	FIGHTING	(Continued)

CODE	<u>MAP</u> <u>EXPLANATION</u>	
FF24	FIRE DOORS, CONT	FIRE DOORS AND CONTROLS
FF25 FF26	FIRE FIGHT, NEC INTL SHORE CONN	INTL SHORE CONN

### SYSTEM: HABITATION

CODE	MAP	EXPLANATION
HAØ1	GALLEY EQUIP	
HAØ2 HAØ3	LAUNDRY EQUIP AC,HEATING	AIR CONDITIONING, HEATING
HAØ4	VENTILATION	
HAØ5	GANGWAY	CONTRACTOR CONTRACTOR
HAØ6	DECK, LADDER SUR	DECK SURFACES, LADDER SURFACES
HAØ7	RAIL, LIFELINES	
HAØ8	PRESSURE VESSEL	
HAØ9	PIPE, VALVE, GENL	
HA10	MSD	MSD
HAll	HABITATION, NEC	HABITATION, NEC

### SYSTEM: HULL

CODE	MAP	EXPLANATION
HS01 HS02 HS03 HS04 HS05 HS06 HS07 HS08 HS09	SIDE PLATING BOTTOM PLATING KEEL-FRAME MAIN DECK TANK TOPS BULKHDS-TRANS BULKHDS-LONG FRAMING-GEN'L CONTAINER GUIDE SUPERSTRUCTURE	KEEL, STEM, STERN INCLUDING TANK TOPS ON TANK S DOUBLE BOTTOM TANKS, DEEP TAN TRANSVERSE BULKHEADS LONGITUDINAL BULKHEADS
HS11 HS12 HS13 HS14 HS15 HS16 HS17	HULL GENERAL CARGO FITTINGS MOORING FITTING WATERTITE DOORS HATCH COVERS SEA CHESTS-STR. RAKE END HULL SYSTEM, NEC	CARGO FITTINGS-CLEATS MOORING FITTINGS, BITTS, FOUNDA  SEA CHESTS, STRAINERS RAKE END OF BARGE

# (2) SUBSYSTEM (Continued)

### SYSTEM: LIFESAVING

CODE	MAP	EXPLANATION
LSØ1	RESCUE BOAT	
LSØ2	LIFEBOAT, GENL	
LSØ3	LIFEBOAT PROPUL	
LSØ4	LIFEBOAT EQUIP	
LSØ5	LAUNCH, DISENGAG	
LSØ6	PFD-GENERAL	
LSØ7	RING LIFEBOUYS	
LSØ8	LINE THROW APP	
LSØ9	EMBARKATION AID	
LS10	DISTRESS SIGNAL	
LS11	LIFESAVING, NEC	

### SYSTEM:

CODE	MAP	EXPLANATION	
NCØ1 NCØ2	COMMS FOR XFER NOTICE OF XFER	COMMUNICATIONS FOR TRANSFER OP ADVANCE NOTICE OF TRANSFER OPS	

### SYSTEM: NAVIGATION

CODE	MAP	EXPLANATION
NSØ1	RADAR	
NSØ2	FATHOMETER	
NSØ3	COURSE RECORDER	
NSØ4	ANTI-COLL RADAR	
NSØ5	MAG COMPASS	
NSØ6	EPIRB	
NSØ7	RDF	
NSØ8	GYRO COMPASS	
NSØ9	LORAN RECIEVER	
NS10	CHARTS-TABLES	
NS11	SHIPS BELL	
NS12	SIGNAL LIGHTS	
NS13	RUNNING LIGHTS	
NS14	NAVSAT	
NS15	WHISTLE	
NS16	TELEPHONE	
NS17	B-B RADIO	
NS18	CALL BELL SYST	
NS19	SHAFT RPM INDIC	
NS20	ENG ORDER TEL	
NS21	RADIO TELEGRAPH	
NS22	WHEELHOUS ALARM	
NS23	PRESSURE VESSEL	
NS24	NAVIGATION, NEC	

### (2) SUBSYSTEM (Continued)

### SYSTEM: PROPULSION

CODE	MAP	EXPLANATION
PPØl	ER CONTROLLERS	ENGINEROOM CONTROLLERS
PPØ2	ER INSTRUMENTS	ENGINEROOM INSTRUMENTS
PPØ3	ER CONSOLE	ENGINEROOM CONSOLE
PPØ4	BR CONTROLLER	BRIDGE CONTROLLERS
PPØ5	BR INSTRUMENTS	BRIDGE INSTRUMENTS
PPØ6	BR CONSOLE	BRIDGE CONSOLE
PPØ7	PRIME-MOVER	
PPØ8	GOVERNING SYST	
PPØ9	PROPELLER	
PPlØ	PROPELLER CONTR	PROPELLER CONTROLS
PPll	LINE SHAFT	
PP12	TAIL SHAFT	
PP13	CLUTCH-COUPLING	
PP14	REDUCTION GEAR	
PP15	THRUST BEARING	
PP16	STERN TUBE BRG	
	LINE BEARINGS	
PP18	JACKING GEAR	
	FUEL SYSTEM	
PP2Ø	LUBE SYSTEM	
PP21	BILGE	
PP22	PRESSURE VESSEL	
PP23	PROPULSION, NEC	
PP24	O/W SEPARATOR	
PP25	BILGE MONITOR	BILGE MONITOR
PP26	BILGE ALARM	BILGE ALARM
PP27	XFER CONTAINMNT	FUEL OIL/LUBE OIL CONTAINMENT
PP28	STD DISCH CONN	STANDARD DISCH FUEL OIL CONN

### (2) SUBSYSTEM

# SYSTEM: STEERING

O T O T DE			
CODE	MAP	EXPLANATION	
SSØ1 SSØ2 SSØ3 SSØ4 SSØ5 SSØ6 SSØ7 SSØ8 SSØ9 SS10 SS11 SS12 SS13 SS14 SS15 SS16 SS17	X-HEAD, DRIVE FOLLOW-UP LINKS HYDRAULIC SYST LUBE SYSTEM PUMPS RAMS, CYLINDERS STANDS, TRICK WL RUDDER-GENERAL CARRIER BEARING HORN PINTLE, GUDGEON STOCK BEARING STOCK PACKING FLANKING RUDDER PRESSURE VESSEL STEERING CONTRL STRG GEAR-GEN'L EMERG STEER-GEN		
SS18 SS19 SS20 SS21	GYRO PILOT RUDDER ANG IND STEERING, NEC	RUDDER ANGLE INDICATOR	?

### (3) LOCATION

CODE	EXPLANATION	CODE	EXPLANATION
BR - BW - CH - CT - DS - ER - FR - FR - HB -	BRIDGE FORWARD AREA CARGO HOLDS CARGO PUMP ROOM CARGO TANKS DECK STORES EMER GEN SPACE ENGINE ROOM ENGINEER STORES FOREPEAK FIRE ROOM FUEL TANKS GALLEY-LAUNDRY LIVING SPACES MIDBODY AREA	MP - MR - MS - OD - OF - PL - PW - SA - SB - SS - VC - VC - VS - WR -	MULTIPLE AREAS MAST-BOOMS-RIG MACHINERY SPACES OPEN DECK OFFICES PAINT LOCKER PASSAGEWAYS SHAFT ALLEY SEG BALLAST TNK STEERING SPACE AFT AREA UNCLASSIFIED VOID-COFFERDAM VEHICLE SPACES WINDLASS ROOM

### (4) TYPE

CODE	EXPLANATION	CODE	EXPLANATION
BKD - BNT - BRS - FRA - HOL - IND - IMP - INS - JTR - JWS - LSE - MAL -	BUCKLED BENT BURST FRACTURE HOLED INDENTED IMPROPER INSUFFIC JOINTEAR JOINWAST LOOSE MALFUNCT MISSING	MSL NAP NEC ODD PIT PRT RPR STW SUP TRN UNC WRN WST	MISALIGN NOT APPR NEC OUTDATED PITTED PARTED IMP REPR IMP STOW SET UP TORN UNCLEAN WORN WASTED
MSG -	MIDDING		

### (5) CAUSE

CODE	EXPLANATION	CODE	EXPLANATION
ACC - ACS - APP - CRN - DEF - DES - ERN - HDL -	ACCIDENT DAMAGE ACCIDENT SUSP IMP APPLICATION CORROSION MATERIAL DEFECT IMP DESIGN EROSION IMP HANDLING	NEC - NSV - NWR - MNT - OHW - OPF - PFG - STW -	CAUSE-NEC NORMAL SERVICE NORMAL WEAR IMP MAINTENANCE OVERLOAD-WEATHR OVERLOAD-PF PERS FAULT GENL IMP STOWAGE UNKOWN CAUSE
INS -	IMP INSTALL	UNK -	UNKOWN CAODE

### (6) PORT CODES

EXPLANATION
CG HEADQUARTERS (G-MP-4) (G-MMI) (G-MTH) (G-MVI) (G-MVD) (G-WP) (G-WER) (G-WPE) (G-TGC)
(G-TDS)
MARINE SAFETY CENTER
MARINE SAFETY SCHOOL
COMMANDER, FIRST CG DISTRICT (M)  MSO BOSTON, MA  VESDOC, BOSTON, MA  MSO PORTLAND, ME  MSO BANGOR, ME  MSO PROVIDENCE, RI  MSO CAPE COD, MA  MIO NEW YORK, NY  VESDOC NEW YORK, NY  MIDET NEW LONDON, CT  COTP LONG ISLAND SOUND, CT  PSD NEW LONDON, CT  COTP NEW YORK, NY
COMMANDER, SECOND CG DISTRICT (M)  MSO HUNTINGTON, WV  MSD MARIETTA, OH  MSO LOUISVILLE, KY  MSD EVANSVILLE, TN  MSD CINCINNATI, OH  MSO MEMPHIS, TN  MSD GREENVILLE, MS  MSO NASHVILLE, TN  MSD DECATUR, AL  MSO PADUCAH, KY  MSO PITTSBURGH, PA  MSO ST. LOUIS, MO  VESDOC ST. LOUIS, MO  MSD PEORIA, IL  MSD MINN./ST. PAUL  MSD DAVENPORT, IA

# (6) PORT CODES (Continued)

CODE	EXPLANATION
Ø5M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA MSO WILMINGTON, NC
WNCMS	MSO WILMINGTON, NC
MHCD	MSD MOREHEAD CITE, NC
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
Ø7ØPC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL
MIAMS	MSO MIAMI, FL VESDOC MIAMI, FL MSD KEY WEST, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR MSD PORT PONCE, PR MSD ST. THOMAS, USVI
PTPD	MSD PORT PONCE, PR
3110	
SAVMS	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
Ø8M	COMMANDER, EIGHTH CG DISTRICT (M)
Ø8MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	MSO GALVESTON, TX
MOBMS	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA
HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA PSD BERWICK BAY, LA
BERD	APD REKMICK DWI' PV

### (6) PORT CODES (Continued)

CODE	EXPLANATION
CLEVD BUFMS ALXD CHIMS CLEMS DETMS DULMS MILMS TOLMS SIMMI	MIO ST. IGNACE, MI
LOSMS LOSVD SBCD SDCMS	MSD SANTA BARBARA, CA MSO SAN DIEGO, CA MSO SAN FRANCISCO, CA
13M PORMS PORVD ASTD COOD SEAMS SEAVD ANAD	MSO PORTLAND, OR VESDOC PORTLAND, OR MSD ASTORIA, OR MSD COOS BAY, OR
14M HONMS HONVD GUAD	COMMANDER, FOURTEENTH CG DISTRICT (M) MSO HONOLULU, HI VESDOC HONOLULU, HI MSD GUAM
17M ANCMS KEND KODD JUNMS JUNVD KETD SITD VALMS	COMMANDER, SEVENTEENTH CG DISTRICT (M)  MSO ANCHORAGE, AK  MSD KENAI, AK  MSD KODIAK, AK  MSO JUNEAU, AK  VESDOC JUNEAU, AK  MSD KETCHIKAN, AK  MSD SITKA, AK  MSO VALDEZ, AK

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
Ø3M Ø3MMT	COMMANDER, THIRD CG DISTRICT (M) COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

# MIDR / Entry / Entering a Deficiency Report

#### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL, 3
- SEND

COMMAND /SEL,3				RESPONSE			YOUR	RESPO	ISE	_
MIEI	MARINE	INSE	PECTION	ENTRY	INDEX				27	A
CASE/ M18699938		L74		1E/ ZA	PATA	YORKT	OWN			
	FIN/	<del></del>		1E/						
	QNUM / FROM (SINCE) /	_/_	— TO	LASS/ —	<b>-</b> `	-	PORT/			
LOG CRITERIA:	FROM (SINCE)/					-				
		MOI	DE						MO	D
REPORT ACT		ENTRY			LO	GS			ENTRY	
SCHEDULER			11	SCHEDU	JLED	INSPEC	T	(MISI)	61	
ACTIVITY REPORT.	(MIAR)	2	12					(MISP)	62	
DEFICIENCY REPOR	T(MIDR)		13	PORT I	LOG			(MIPL)	*	
DEFICIENCY FOLLO	W-UP(MIDF)	4	14	COLF	LEET.			(MIFR)		
COI AMENDMENT	(MICA)	5		PLATF	DRM L	IST	• • • • • •	(PFPL)	*	
SPECIAL NOTE	(MISN)	6	16	OVERD	JE IN	S PECT.		(MIOI)	-	
INSPECTION	STATUS				SUBC	HA PT E	R Q	-		
SUMMARY	(MTSS)	*	31	CLASS	DESC	RIPTIO	эм	(MICD)	81	
DETAILS	(MISD)	22	32					(MIAE)		
CRITICAL PROFILE	(MICP)	*	33					(MICOA		
PRE-INSPECTION P	ACKAGE. (MIPIP	) *.	34					(MIEC)		
	•			EQUIP	MENT	LIST.	• • • • •	(MIEL)	*	
ADMINISTR										
FIELD INFORMATIO		41	51							

### STEP 2

 MSIS responds with MIDR form

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION DEFICIENCY REPORT 27AUG86	1
NAME/ ZAPATA INSPECTION CA	VIN/ CG000174 CALL/ ZAPATAY FLAG/ US E NUMBER/ M186000038 DATE/ 29AUG86 NUMBER DEFICIENCIES/ 1	
IDENT/ SYSTEM/ TYPE/ CATEGORY(X):	NUMBER OF DEFECTIVE UNITS/ SUBSYSTEM/ CAUSE/ CASUALTY DAMAGE/ MATERIEL FAILURE/ OPERATION-PROCEDURE/ ITEMS-MISSING-OUTDATED/ ITEMS NOT INSPECTED/	
STATUS(X): C	RRECTED/ OUTSTANDING/ TEMP REPAIR/ COMPLIANCE DATE/	
	LETTER/ DATE/ NOTIFY/	

#### STEP 3

- Enter the deficiency data
- SEND

COMMAND /	MARINE INSPECTION DEFICIE	
NAME/ ZAPATA YORKTOW INSPECTION CASE NUME	VIN/ BER/ MI86000038 DATE/	CG000174 CALL/ ZAPATAY FLAG/ US 29AUG86 NUMBER DEFICIENCIES/ 1
	DEFICIENCY DEFINI	TIONS
IDENT/ GG1 SYSTEM/ CS TYPE/ BKD CATEGORY(X): CASUALT ITEMS-!	NUMBER OF DEFECTIVE SUBSYSTEM/ CS91 CAUSE/ DEF TY DAMAGE/ MATERIEL FAIL MISSING-OUTDATED/ MISSING-OUTDATED/	LOCATION/ CH Q NUMBER/ UNRE/ X OPERATION-PROCEDURE/ ITEMS NOT INSPECTED/
	DELACED AND CANNOT BE USE	POR CARGO UNTIL SUCH TIME
STATUS (X): CORRECTE	D/ OUTSTANDING X TEMP RE	PAIR COMPLIANCE DATE 27SEP86
COMMENT / VESSEL	ANTICIPATING BEING AT COR	S BY GISEP86 AND SHOULD HAVE
PROMPT DATE/ GISEPS	ENCY CLEARED AT THAT TIME	NOTIFY/ CORMS

#### STEP 4

 MSIS responds with confirmation

COMMAND / RESPONSE/MIEI NEXT ON QUEUE
MIDR MARINE INSPECTION DEFICIENCY REPORT 27AUGE

NAME/ ZAPATA YORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ (INSPECTION CASE NUMBER..../ MI86000038 DATE/ 29AUG86 NUMBER DEFICIENCIES/

REPORT HAS NUM DEF NOTED ABOVE

# MIDR / Update / Correcting or Adding to a Deficiency Report

#### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL, 3
- SEND

COMMAND /	SEL,3	MARIN	E INSF	ECTIO	RESPONSE/PLS E N ENTRY INDEX	NTER YOUR	RES PON	S E 27A	AUG8
CASE/ MI8	F	TIN/ CG000		NA OC	ME/ ZAPATA Y ME/ LASS/				
LOG CRITE		ROM (SINCE) 7		TO	/ ===	PORT/			
200 0							_	- MOI	DE -
			MOI		LOGS			NTRY	
REI	PORT ACTIV	VITY	ENTRY	RTRV	SCHEDULED IN	NS DECT.	(MTST)	61	71
SCHEDULES	3	(MISF)	1	TT		ייים אים	(MTSP)	62	72
ACTIVITY	REPORT	(MIAR)	2	12		JR1	(MTP(.)	*	73
DEFICIENC	CY REPORT	(MIDR)	3	13			(MITER)	*	74
DEFICIENC	CA EOFFOM-	-UP(MIDF)	4		PLATFORM LI		(DF DL.)	*	75
COT AMENI	DM ENT	(MICA)	5	15	OVERDUE INS	51	(MTOT)	*	76
SPECIAL	NOTE	(MISN)	6	16	OAEKDOE INS	PEC1	(11101)		
		am> muc			SUBCH	APTER Q	_		
IN	SPECTION	STATUS		31		IPTION	(MICD)	81	91
SUMMARY.	• • • • • • • •	(MISS)		32	APPROVED EQ	UIPMENT	(MIAE)	82	92
DETAILS.	• • • • • • • • • • • • • • • • • • • •	(MISD)	22	33	CERT OF APP	RO VA L	(MICOA)	*	93
CRITICAL	PROFILE.	(MICP)		34	EQUIPMENT C	LASS	(MIEC)	*	94
PRE-INSP	ECTION PA	CKAGE. (MIPI		34	EQUIPMENT L	IST	(MIEL)	*	95
l A	DMINISTRA	TION							
FIELD IN	FORMATION	(MIFI	) 41	51					

### STEP 2

 MSIS responds with the existing data and two blank paragraphs

•	RESPONSE/FLS ENTER YOUR RESPONSE 27AUG86
COMMAND /HART	ME INSPECTION DEFICIENCY REPORT
RIUK	
NAME / ZAPATA YORKTOWN	VIN/ CG89174 CALL/ ZAPATAY ELAG/ US ./ M18699938 DATE/ 29AUG86 NUMBER DEFICIENCIES/ 1
IDENT/ 9981	NUMBER OF DEFECTIVE UNITS/ 2 SUBSYSTEM/ TANK STRUCTURE LOCATION/ CARGO HOLDS CAUSE/ MATERIAL DEFECT Q NUMBER/ CAUSE/ MATERIAL DEFECT Q NUMBER/ AGE/ MATERIEL FAILURE/ X OPERATION-PROCEDURE/
CATEGORY(X): CRSONELL STREET	G-OUTDATED/
ITEMS NEED TO BE RELAC	DESCRIPTION CED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME
CORRECTED/	OUTSTANDING/ X TEMP REPAIR/ COMPLIANCE DATE/ 2'SEP86 CIPATING BEING AT CORMS BY GISEP86 AND SHOULD HAVE
COMMENT / VESSEL ANTI	CIPATING BEING AT CORMS BY VISEPER AND
DEFICIENCE DEFICIENCE	TTER/ DATE/ NOTIFY/
•	NUMBER OF DEFECTIVE UNITS
IDENT/	SUBSYSTEM/ LOCATION/
SYSTEM/	CAUSE/ OPERATION-PROCEDURE/
CATEGORY (X): CASUALTY DA	NUMBER OF DEFECTIVE UNITS
STATUS (X): CORRECTED/ _	OUTSTANDING/ TEMP REPAIR/ COMPCIANCE DATE/
COMPENS	ETTER/ DATE/ NOTIFY/
PROMPT DATE/	ETTER/ DATE/
IDENT/	NUMBER OF DEFECTIVE UNITS
SYSTEM/	CAUSE Q NUMBER/
CATEGORY (X): CASUALTY C	NUMBER OF DEPECTIVE UNITS
	TOT DESCRIPTION
	AND SPRAIR COMPLIANCE DATE
STATUS (X): CORRECTED/	OUTSTANDING/ TEMP REPAIR/ COMPLIANCE DATE/
PROMPT DATE/	CETTER/ DATE/ NOTIFY/

#### RESPONSE/PLS ENTER YOUR RESPONSE COMMAND /\_ MARINE INSPECTION DEFICIENCY REPORT NAME/ ZAPATA YORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ INSPECTION CASE NUMBER..../ MI86000038 DATE/ 29AUG86 NUMBER DEFICIENCIES/ NUMBER OF DEFECTIVE UNITS...../ 2 SUBSYSTEM/ TANK STRUCTURE LOCATION/ CARGO HOLDS\_ CAUSE.../ MATERIAL DEFECT Q NUMBER/ --- DEFICIENCY DEFINITIONS ---IDENT.../ 0001 SYSTEM../ CARGO TYPE.../ BUCKLED MATERIEL FAILURE/ X OPERATION-PROCEDURE/ ITEMS NOT INSPECTED/ CATEGORY(X): CASUALTY DAMAGE/ MATI --- DESCRIPTION ---ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME STATUS(X): CORRECTED/ \_ OUTSTANDING/ X TEMP REPAIR/ \_ COMPLIANCE DATE/ 27SEP86 COMMENT.... / VESSEL ANTICIPATING BEING AT CORMS BY Ø1SEP86 AND SHOULD HAVE DEFICIENCY CLEARED AT THAT TIME\_ NOTIFY/ DATE/ PROMPT DATE/ Ø20CT86 LETTER/ NUMBER OF DEFECTIVE UNITS...../ 1 SUBSYSTEM/ HS05 LOCATION/ CAUSE.../ Q NUMBER/ IDENT.../ GGG2 SYSTEM../ HULL MATERIEL FAILURE/ X OPERATION-PROCEDURE/ ITEMS NOT INSPECTED/ TYPE.../ CATEGORY(X): CASUALTY DAMAGE/ MATI --- DESCRIPTION ---HULL ON PORT SIDE HAS MINOR PERFORATIONS STATUS(X): CORRECTED/ OUTSTANDING/ X TEMP REPAIR/ X COMPLIANCE DATE/ 27SEP86 COMMENT..../ INSIDE WALL WAS WELDED, BUT OUTSIDE WALL STILL NEEDS REPAIR. NOTIFY/ LETTER/ DATE PROMPT DATE/ NUMBER OF DEFECTIVE UNITS.... IDENT.../ LOCATION/ SUBSYSTEM/ CAUSE.../ Q NUMBER/ MATERIEL FAILURE/ OPERATION-PROCEDURE/ TYPE.../ CATEGORY(X): CASUALTY DAMAGE/ MATE ITEMS NOT INSPECTED/ --- DESCRIPTION ---STATUS(X): CORRECTED/ \_ OUTSTANDING/ \_ TEMP REPAIR/ \_ COMPLIANCE DATE/ COMMENT.../ NOTIFY/ DATE PROMPT DATE/ LETTER/

#### STEP 4

STEP 3

The user enters

deficiency to

a second

the MIDR

SEND

 MSIS responds with confirmation

	COMMAND / RESPONSE/MIEI NEXT ON QUEUE	27AUG86
۱	MIDR MARINE INSPECTION DEFICIENCE REPORTS  NAME/ ZAPATA YORKTOWN VIN/ CG000174 CALL/ ZAPATAY INSPECTION CASE NUMBER/ MI86000038 DATE/ 29AUG86 NUMBER DEFICE	FLAG/ US ENCIES/ 2
	REPORT HAS NUM DEF NOTED ABOVE	

# E. Marine Inspection Deficiency Follow-up -- MIDF.

# MIDF Purpose and Description.

- a. Permits the recording of follow-up actions concerning deficiencies found during an inspection performed on a particular vessel or facility.
- b. Is displayed and used as an add-on to a specific deficiency previously identified on MIDR.
- c. Displays either vessel or facility identifying information, depending on whether the follow-up concerns a vessel or facility.
- d. Generates morning report entries for those ports listed in the Notify slots on MIDF.
- e. Automatically generates a Morning Report entry to the issuing port when a follow-up is filed by another port.
- f. Prompts the generation of a new Marine Inspection Letter of Extension of Requirements (MILER) letter if the follow-up extends the deficiency compliance date.
- g. Resets the generation dates for the Marine Inspection Initial Letter of Non-Compliance (MILLN) and the Marine Inspection Final Letter of Non-Compliance (MIFLN) letters if the prompt date is changed.
- h. Writes the MIDF comments to MIDR when the deficiency is cleared.
- i. Figure 3-4 shows the data definitions for MIDF. See Table 3-8 for the code values and Enclosure (1) for the abbreviation meanings.
- j. The use of MIDF is illustrated in the following example sequence entitled: Entering a Follow-up Report to an Outstanding Requirement.

### Accessing MIDF.

- a. Menu. MIDF is normally accessed through MIEI.
- b. Free-Form. MIDF can be accessed through free-form with:
  - -MIDF,R,CASE=<inspection case number>\*

where:

- 3.E.2.b. R = retrieval mode (Cont'd) CASE = inspection case number
  - \* In E(ntry) and U(pdate) modes, MIDF must be accessed through MIEI.

#### **EXAMPLE:**

- -MIDF, R, CASE=MI86000342
- c. <u>Selection From Other Products</u>. MIDF is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry - 2

- 3. MIDF Data Entry Requirements and Explanation.
  - General Processing. MIDF is accessed through MIEI. a. MSIS responds with a special MIEI screen containing twenty (20) lines which requires the user to enter the IDENTs and Case Numbers for the follow-ups to be filed. If the Case Number is the same for multiple deficiencies, the user need only enter it on the first line of the group of IDENTs being entered. The user presses SEND to receive MIDF(s). (If more than one Case Number or IDENT is identified, the MIDFs will be queued up in a series.) Each MIDF is displayed with the deficiency definition, including current status information, all previously filed follow-up actions (if any) and a blank follow-up paragraph. When a deficiency is cleared, comments from the follow-up are written to MIDR. MIDF does not clear a Port Safety Discrepancy.
  - b. Special Processing. MIDF may be updated by ports other than the issuing port. However, the only permissable actions are to enter comments or to clear the deficiency.

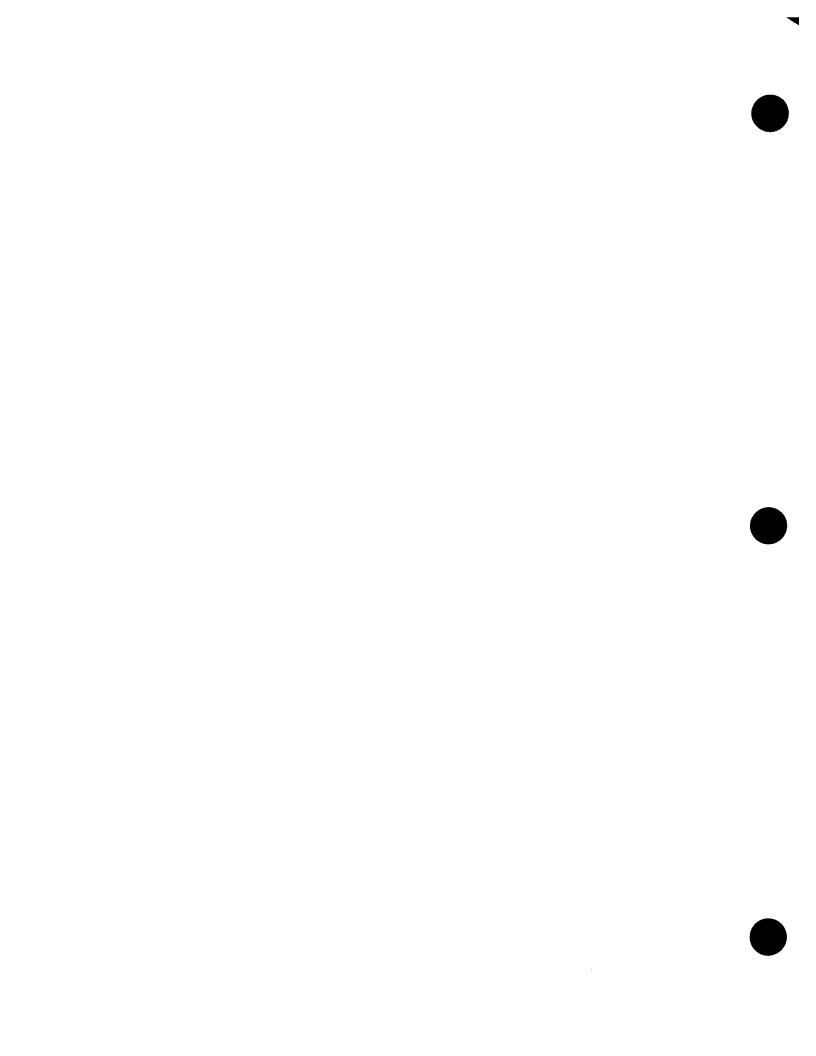
MIDF	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION DEFICIENCY FOLLOW-UP 27AUG86
NAME/ INSPE	HOLLYWOOD CHEM JIM VIN/ CG000135 CALL/ JRW45 FLAG/ US CTION CASE NUMBER/ MI86000008 DATE/ 06AUG86
E	DEFICIENCY DEFINITION  NUMBER OF DEFECTIVE UNITS/ 1  SYSTEM/HULL SUBSYS./SIDE PLATING LOCATION/CARGO TANK  TYPE/HOLED CAUSE/ACCIDENT DAMAGE Q NUMBER/  CATEGORY: CASUALTY DAMAGE/ X MATERIEL FAILURE/ OPERATION-PROCEDURE/  ITEMS MISSING-OUTDATED/ ITEMS NOT INSPECTED/ DEFICIENCY DESCRIPTION  SFFECT PERMANENT REPAIRS TO VESSEL'S PORT SIDE SHELL, PLATES D,E,F IN WAY  F NUMBER 2 CARGO TANK.
	CURRENT STATUS
	CORRECTED/ OUTSTANDING/ X TEMP REPAIR/ COMPLIANCE DATE/ 01SEP86 COMMENT/VSL SHOULD BE EXAMINED FOR ADDITIONAL DAMAGE RESULTING FROM
	PROMPT DATE/ Ø6SEP86 LETTER/ DATE/ NOTIFY/
ITEM 1.	DATE/ 20AUG86 PORT/ CORMS INCIDENT CASE NUM/ CASE CASE ITEM/ 1 STATUS: CORRECTED/ X** OUTSTAND./ X** TEMP REP/ X** COMPLIANCE DATE/ X*** COMMENT/ NARR
	NEW PROMPTER DATE/ CD@ NOTIFY/ (1) (1) (1)
***	Field must be filled in if OUTSTANDING slot or TEMP REPAIR slot

### FIGURE 3-4. DATA DEFINITIONS FOR MIDF

\*\* One of these fields must be filled in on initial entry.

e This slot is locked for facilities.

is "X" ed.



# TABLE 3-8. CODE VALUES FOR MIDF

# (1) PORT CODES

CODE	EXPLANATION
GMP GMMI GMTH GMVI GMVD GWP GWER GWPE NRC GTDS	CG HEADQUARTERS (G-MP-4) (G-MMI) (G-MTH) (G-MVI) (G-MVD) (G-WP) (G-WER) (G-WPE) (G-TGC) (G-TDS)
GMSC	MARINE SAFETY CENTER
MSS	MARINE SAFETY SCHOOL
Ø1M BOSMS BOSVD POMMS BAND PROMS CODD NYCMI NYCVD NLOD LISCP LISD NYCCP	VESDOC, BOSTON, MA MSO PORTLAND, ME MSO BANGOR, ME MSO PROVIDENCE, RI MSO CAPE COD, MA MIO NEW YORK, NY VESDOC NEW YORK, NY MIDET NEW LONDON, CT COTP LONG ISLAND SOUND, CT PSD NEW LONDON, CT COTP NEW YORK, NY
Ø2M HUNMS MARD LOUMS EVND CIND MEMMS GRND NASMS	COMMANDER, SECOND CG DISTRICT (M)  MSO HUNTINGTON, WV  MSD MARIETTA, OH  MSO LOUISVILLE, KY  MSD EVANSVILLE, TN  MSD CINCINNATI, OH  MSO MEMPHIS, TN  MSD GREENVILLE, MS  MSO NASHVILLE, TN
DECD PADMS PITMS SLMMS SLMVD PEOD STPD DAVD	MSD DECATUR, AL MSO PADUCAH, KY MSO PITTSBURGH, PA MSO ST. LOUIS, MO VESDOC ST. LOUIS, MO MSD PEORIA, IL MSD MINN./ST. PAUL MSD DAVENPORT, IA

# (1) PORT CODES (Continued)

CODE	EXPLANATION
Ø5M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
~~~~	COMMANDED SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO CHARLESTON, SC MSO JACKSONVILLE, FL MSO MIAMI, FL VESDOC MIAMI, FL MSD KEY WEST, FL MSO SAN JUAN, PR MSD PORT PONCE, PR
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL
SJPMS	MSO SAN JUAN, PR
FIFU	
STTD	MSD ST. THOMAS, USVI
SAVMS	
TAMMS	MSO TAMPA, FL
Ø8M	COMMANDER, EIGHTH CG DISTRICT (M)
Ø8MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CORMS	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS	
	MSO MOBILE, AL
PATMS	MSO PORT ARTHUR, TX
LKCD	MSD LAKE CHARLES, LA MIO HOUSTON, TX
LKCD HOUMI	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA
NEWVD	VESDOC NEW ORLEANS, LA
BATD	MIDET BATON ROUGE, LA
HMAD	MIDET HOUMA, LA
MORD	MIDET MORGAN CITY, LA
AVND	AVONDALE SHIPYARD
HOUCP	COTP HOUSTON, TX
NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA

# (1) PORT CODES (Continued)

CODE	EXPLANATION
CLEMS DETMS DULMS MILMS	VESDOC CLEVELAND, OH  MSO BUFFALO, NY  MSD ALEXANDRIA BAY, NY  MSO CHICAGO, IL  MSO CLEVELAND, OH  MSO DETROIT, MI  MSO DULUTH, MN  MSO MILWAUKEE, WI  MSO TOLEDO, OH  MIO ST. IGNACE, MI  MIO STURGEON BAY, WI  COTP MUSKEGON, MI
llm LOSMS LOSVD SBCD SDCMS SFCMS SFCVD COND	COMMANDER, ELEVENTH CG DISTRICT (M)  MSO LONG BEACH, CA  VESDOC LONG BEACH, CA  MSD SANTA BARBARA, CA  MSO SAN DIEGO, CA  MSO SAN FRANCISCO, CA  VESDOC SAN FRANCISCO, CA  MSD CONCORD, CA
13M PORMS PORVD ASTD COOD SEAMS SEAVD ANAD	COMMANDER, THIRTEENTH CG DISTRICT (M)  MSO PORTLAND, OR  VESDOC PORTLAND, OR  MSD ASTORIA, OR  MSD COOS BAY, OR  MSO SEATTLE, WA  VESDOC SEATTLE, WA  MSD ANACORTES, WA
14M HONMS HONVD GUAD	COMMANDER, FOURTEENTH CG DISTRICT (M)  MSO HONOLULU, HI  VESDOC HONOLULU, HI  MSD GUAM
17M ANCMS KEND KODD JUNMS JUNVD KETD SITD VALMS	COMMANDER, SEVENTEENTH CG DISTRICT (M)  MSO ANCHORAGE, AK  MSD KENAI, AK  MSD KODIAK, AK  MSO JUNEAU, AK  VESDOC JUNEAU, AK  MSD KETCHIKAN, AK  MSD SITKA, AK  MSO VALDEZ, AK

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
03M 03MMT	COMMANDER, THIRD CG DISTRICT (M) COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

# MIDF / Entry / Entering a Follow-Up Report To An Outstanding Requirement

#### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL,4
- SEND

		RESPONSE/PLS ENTER YOUR RESPONS ON ENTRY INDEX	E 27A	AUG86
CASE/ MI86000038 VIN/ CG000174 FIN/	N/	AME/ ZAPATA YORKTOWN AME/		
LOG CRITERIA: FROM (SINCE) /		CLASS/		
MOI	DE		MODE	E
REPORT ACTIVITY ENTR		LOGS EN	ITRY	RTRV
SCHEDULER(MISF) 1	11	SCHEDULED INSPECT (MISI)	61	71
	12	STATUS AT PORT(MISP)	62	
	13		*	, _
DEFICIENCE REPORTED (1992)		COI FLEET(MIFR)	*	, .
DELICIPIET LOGDON GIVE	15	PLATFORM LIST(PFPL)	*	
	16		*	76
INCOCCUTON CONTIC		SUBCHAPLER Q		
INSPECTION STATUS	31		81	91
SUMMARY(MISS) *	2 32		82	
DEIRIGO			*	, ,
CRITICAL PROFILE(MICP) * PRE-INSPECTION PACKAGE.(MIPIP) *			*	
PRE-INSPECTION PACKAGE. (HIPTP)	34	EQUIPMENT LIST(MIEL)	*	95
ADMINISTRATION				
	1 51			

#### STEP 2

MSIS responds with an MIEI form. Note that the form requires the entry of the Case Number and Ident(s) for which follow-up reports are to be filed

		TOUR DESTROY DESTROYS
COMMAND /	MARINE IN	RESPONSE/PLS ENTER YOUR RESPONSE SPECTION ENTRY INDEX 27AUG
CASE/ M186000038	FIN./ QNUM/ · ·	NAME/ ZAPATA YORKTOWN NAME/ / QCLASS/ TO/ PORT/
	FROM (SINCE) /	10,
ENTER IDENTIFIE	RS OF OUTSTANDING	REQUIREMENTS FOR FOLLOW-UP ACTION REPORTS: PROCESSING RESULTS
	<del></del>	
	<del></del>	
<del></del>		
<del></del>		
	<del></del>	
	<del></del>	

#### STEP 3

- The user enters the desired Case Number and the appropriate Ident. (Note that if the Ident entered is not associated with the Case Number, MSIS will return a message in the Processing Results slot.)
- SEND

COMMAND /	MARINE INS	RESPONSE/PL	S ENTER YOUR RES EX	PONSE 27AUG8
	VIN./ CG000174 FIN./ QNUM/ · · · FROM(SINCE)/	NAME/ ZAPAT. NAME/ / QCLASS/ .TO/	A YORKTOWN PORT/	
ENTER IDENTIFIER  IDENT  GGG1	S OF OUTSTANDING CASE MI86000038	REQUIREMENTS FOR PROCESSING	FOLLOW-UP ACTION RESULTS	REPORTS:

#### STEP 4

- MSIS responds with the message "MIDF Next On Queue"
- SEND

ļ				
	COMMAND /		RESPONSE/ MIDF NEXT ON QUEUE E	
2	MIEI	MARINE INS	SPECTION ENTRY INDEX 27AUG86	
	CASE/ M186000038	VIN./ CG000174 FIN./	NAME/ ZAPATA YORKTOWN NAME/	
	LOG CRITERIA:	QNUM/ FROM(SINCE)/	/ QCLASS/ - PORT/	
	ENTER IDENTIFIE IDENT 0001	RS OF OUTSTANDING CASE MI86000038	REQUIREMENTS FOR FOLLOW-UP ACTION REPORTS: PROCESSING RESULTS	

#### STEP 5

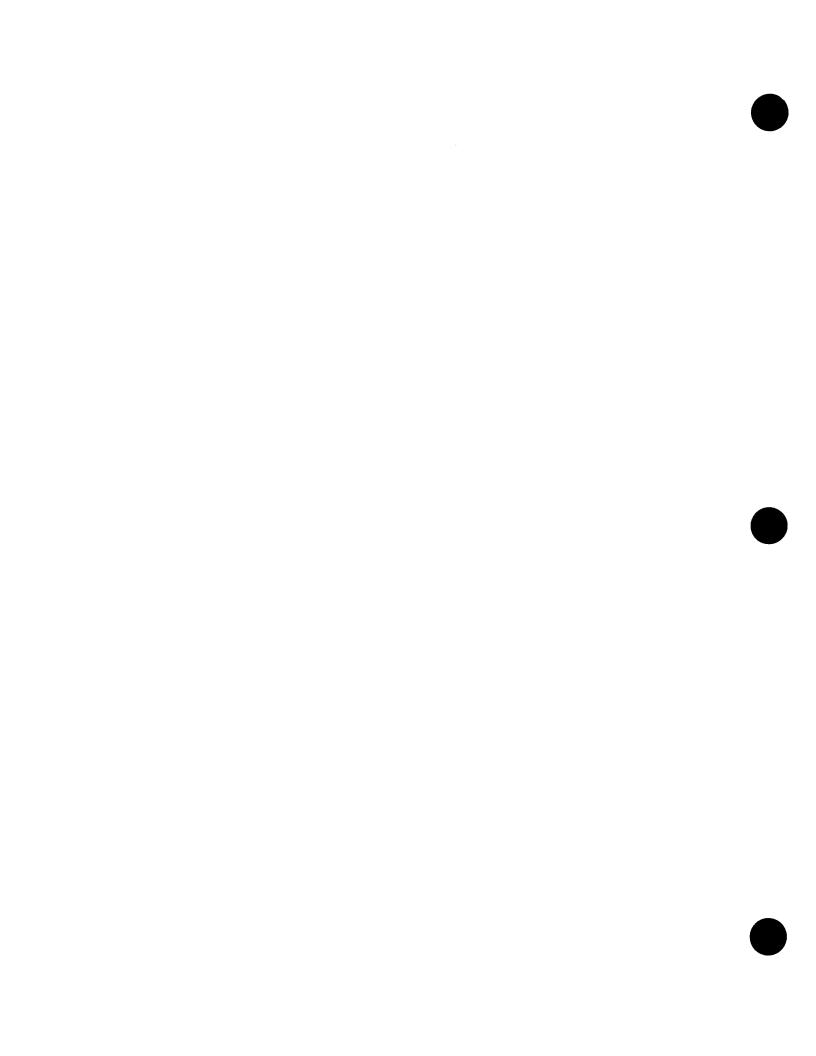
MSIS responds with the outstanding requirement and a blank follow-up form

COMMAI MIDF	ND / RESPONSE/PLS ENTER YOUR RESPONSE 27AUG86
NAME/ Inspe	ZAPATA YORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US CTION CASE NUMBER/ MI86000038 DATE/ 29AUG86
	IDENT / 8881DEFICIENCY DEFINITION  SYSTEM/ CARGO SUBSYS./ TANK STRUCTURE LOCATION/ CARGO HOLDS  TYPE/ BUCKLED CAUSE./ MATERIAL DEFECT Q NUMBER/  CATEGORY: CASUALTY DAMAGE/ MATERIEL FAILURE/ X OPERATION-PROCEDURE/  ITEMS MISSING-OUTDATED/ ITEMS NOT INSPECTED/ DEFICIENCY DESCRIPTION  TEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME
	CORRECTED/ OUTSTANDING/ X TEMP REPAIR/ COMPLIANCE DATE/ 27SEP86  COMMENT/ VESSEL ANTICIPATING BEING AT CORMS BY Ø1SEP86 AND SHOULD HAVE  DEFICIENCY CLEARED AT THAT TIME  PROMPT DATE/ Ø2OCT86 LETTER/ DATE/ NOTIFY/ FOLLOW-UP ACTIONS  DATE/ PORT/ BCL INCIDENT CASE NUM/ CASE ITEM/ ØØ91  STATUS: CORRECTED/ OUTSTAND./ TEMP REP/ COMPLIANCE DATE/  COMMENT/
	NEW PROMPTER DATE/ NOTIFY/

#### STEP 6

- The user enters the desired data in the Follow-up Actions section of MIDF
- SEND

,	
COMMAND	/ RESPONSE/PLS ENTER YOUR RESPONSE
MIDF	/ RESPONSE/PLS ENTER YOUR RESPONSE MARINE INSPECTION DEFICIENCY FOLLOW-UP 27AUG86
NAME/ ZA INSPECTI	PATA YORKTOWN VIN/ CG000174 CALL/ ZAPATAY FLAG/ US ON CASE NUMBER/ MI86000038 DATE/ 29AUG86
	DEFICIENCY DEFINITION
IDE	NT / 0001 NUMBER OF DEFECTIVE UNITS / 2 ITEM / CARGO SUBSYS. / TANK STRUCTURE LOCATION / CARGO HOLDS PE. / BUCKLED CAUSE. / MATERIAL DEFECT Q NUMBER /
SYS	TEM/ CARGO SUBSYS./ TANK STRUCTURE LOCATION/ CARGO HOLDS
CAT	PRODULE CARRACTEV DAMAGE/ MATERIEL FAILURE/ X OPERATION-PROCEDURE/
	ITEMS MISSING-OUTDATED/ ITEMS NOT INSPECTED/DEFICIENCY DESCRIPTION
T ጥ E N	IS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME
	CURRENT STATUS
CO	PRESENTE COMPLIANCE DATE 27SEP86
CO	MENT / UPCCEL ANTICIDATING BEING AT CORMS BY 015EP86 AND SHOULD HAVE
DD	DEFICIENCY CLEARED AT THAT TIME  OMPT DATE/ Ø20CT86 LETTER/ DATE/ NOTIFY/
FR	
ITEM	FOLLOW-UP ACTIONS TE/ 27AUG86 PORT/ BCL INCIDENT CASE NUM/ MI86899938 CASE ITEM/ 000
C m	AMUCA CORRECTED / OUTSTAND / X TEMP REP/ COMPLIANCE DAIL VIOCIOO
co	MMENT/ SUPPLIER CANNOT INSTALL UNTIL 155EP86 SO COMPETANCE BALL TO
ME	EXTENDED. W PROMPTER DATE/ NOTIFY/
NE	W PROTECTION OF THE



## F. Marine Inspection Special Notes -- MISN.

# 1. MISN Purpose and Description.

- a. Allows for the entry, update and retrieval of a vessel or platform's special inspection notes.
- b. Displays either vessel or platform identifying information, depending on whether the special note concerns a vessel or a platform. MISN is not used with factories.
- c. Maps this information to the Marine Inspection Critical Profile, MICP.
- d. Generates a morning report message to the issuing unit when a special note is set to expire.
- e. Keeps the special note in MSIS by Case Number after it expires, but does not list it on the vessel or platform's MICP. It may be retrieved through its associated MIAR.
- f. Figure 3-5 shows the data definitions for MISN. See Enclosure (1) for the abbreviation meanings.
- g. The use of MISN is illustrated in the following example sequence entitled: Entering a Special Note.

## 2. Accessing MISY.

- a. Menu. MISN may be accessed through MIEI.
- b.  $\frac{\text{Free-Form.}}{\text{with:}}$  MISN can be accessed through free-form

-MISN, <E, U, or R>, CASE=<inspection case number>

#### where:

E = entry mode
U = update mode
R = retrieval mode
CASE = inspection case number

#### **EXAMPLE:**

## -MISN, U, CASE=M18600561

c. Selection From Other Products. MISN can be accessed from MIAR.

## 3.F.2. d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 and logged in port code is equal to the port initiating the case.

# 3. MISN Data Entry Requirements and Explanation.

a. General Processing. MISN may be accessed in E(ntry) mode through MIEI using either a vessel's VIN or a platform's FIN. MISN responds with any special notes currently on file for the vessel or platform, together with a blank paragraph for the user to enter another note. The number of blank paragraphs provided is determined by the number requested on MIAR.

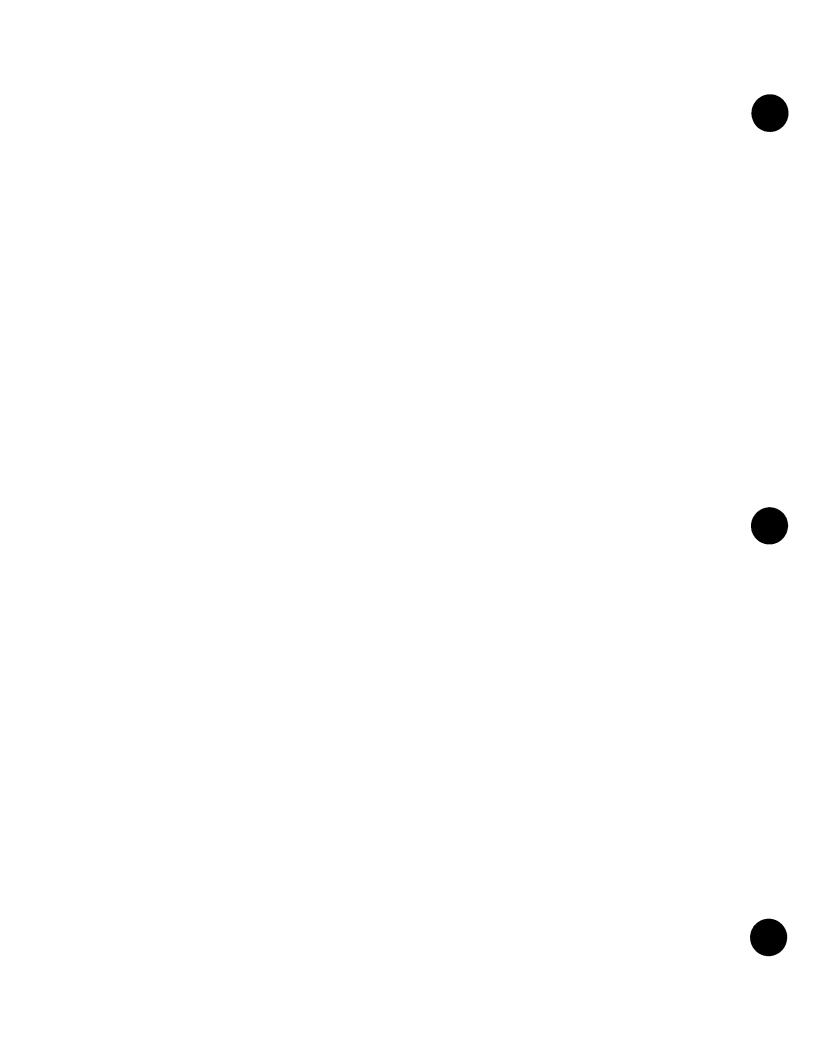
The period of existence for a special note is specified in the Retain Until slot. MISN tickles prompter memos to the initiating unit for each note it entered. The first memo is generated 10 days before the retention date and the second is generated 5 days later. When a special note expires, it is kept in the MSIS database by Case Number, but is not listed on the vessel or platform's MICP.

MISN may be accessed in **U(pdate)** mode to either extend a retention date or change the information entered by the user's unit. Any notes entered by a unit other than the user's are locked to updating by the user. (Once the associated MI case has been validated, the special note is locked to further updates except for the Retain Until date.)

MISN may also be accessed in R(etrieval) mode to view any special notes attached to a particular case; however, the user should use MICP to retrieve all special notes currently attached to a specific vessel or platform. A user may see all class notes, both current and historical by using CASE=ADMIN, with a preset VIN or FIN.

b. Special Processing. None.

COMMAND /_ MISN		MARINE IN	I ISPECTION	RESPONS N SPECI	SE/PLS E	NTER YOU	R RESPO	ONSE 27AUG86
	LYWOOD CHEM J	I M		VIN/	CG00013	5 CALL/	JRW45	fLAG/ US
			SPECIAL	NOTE -				
1. POI	RT/ GALMS DATE	ENTERED/	CD	RETAI	N UNTIL,	CD CD	CASE/	M186000022
			DESCRIP	TION -				
	NARR							
2. PO	RT/ GALMS DATE	ENTERED/	CD	RETAI	N UNTIL	/ CD	CASE/	MI86000022
			DESCRIP	TION -				•
	NARR							



# MISN / Entry / Entering a Special Note

### STEP 1

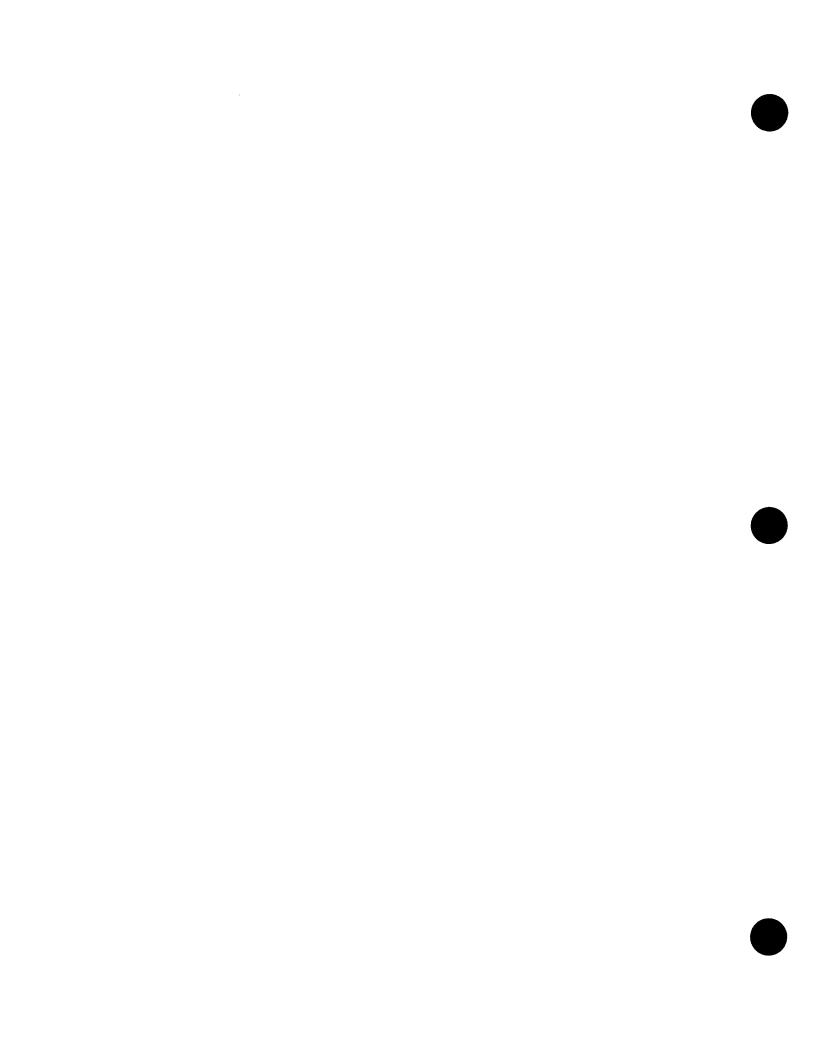
- Enter a valid Case Number on MIEI
- Command: SEL,5
- SEND

COMMAND /SEL,6 MIEI MARINE	INSP	I ECT IO	RESPONSE/PLS ENTER YOUR RESPONS N ENTRY INDEX	E 27A	.UG86
CASE/ MI86666638 VIN/ CG666617 FIN/ QNUM / LOG CRITERIA: FROM(SINCE)/	7	NAI QC	ME/ ZAPATA YORKTOWN ME/ LASS/ PORT/		
DOG CRITERIA.				MODE	
	MODE				RTRV
REPORT ACTIVITY EN	NTRY	RTRV		61	71
SCHEDULER(MISF)	1	11	SCHEDULED INSPECT(MISI)	62	72
ACTIVITY REPORT(MIAR)	2	12	STATUS AT PORT(MISP)	*	73
DEFICIENCY REPORT (MIDR)	3	13	PORT LOG(MIPL)	*	74
DEFICIENCY FOLLOW-UP(MIDF)	4	14	COI FLEET(MIFR)	*	75
COI AMENDMENT(MICA)	5	15	PLATFORM LIST(PFPL)	*	76
SPECIAL NOTE(MISN)	6	16	OVERDUE INSPECT(MIOI)		. •
			SUBCHAPTER Q		
INSPECTION STATUS			CLASS DESCRIPTION (MICD)	81	91
SUMMARY(MISS)		31	APPROVED EQUIPMENT(MIAE)	82	92
DETAILS	22	32	CERT OF APPROVAL(MICOA)	*	93
CRITICAL PROFILE(MICP)	* .	33	EQUIPMENT CLASS(MIEC)	*	94
PRE-INSPECTION PACKAGE. (MIPIP)	*	34	EQUIPMENT LIST(MIEL)	*	95
ADMINISTRATION					
FIELD INFORMATION(MIFI)	41	51			

### STEP 2

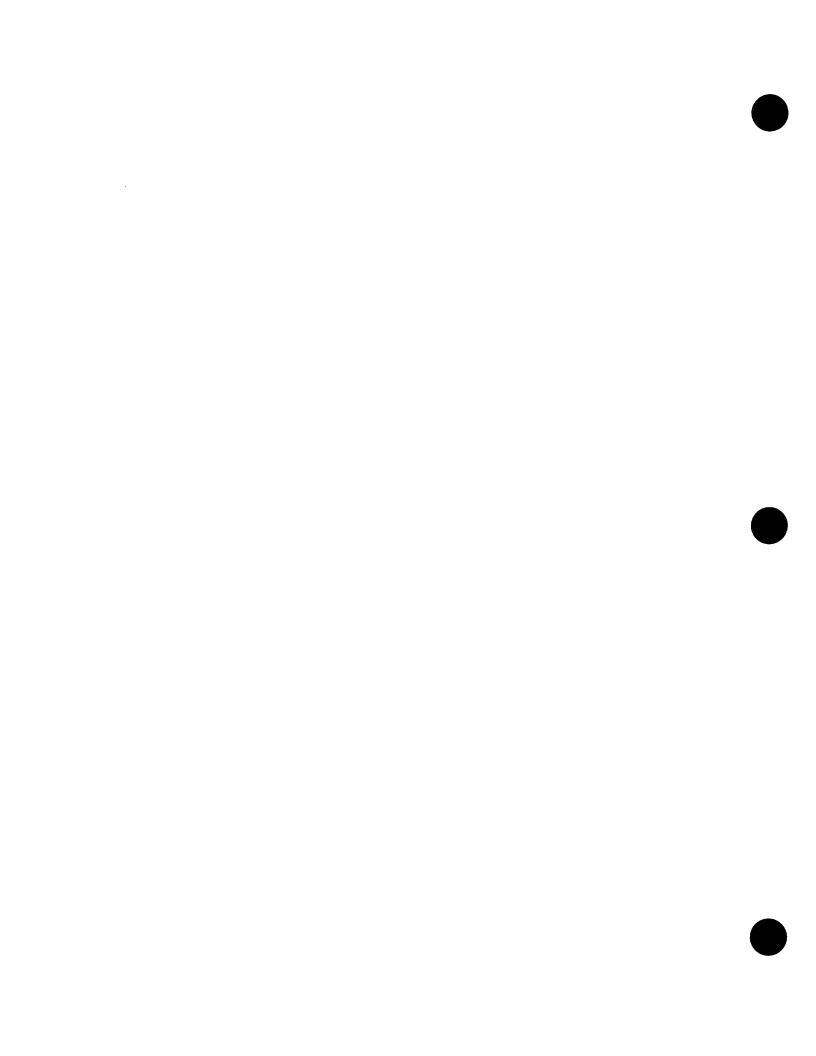
MSIS responds
 with all
 current special
 notes (if any)
 together with
 a blank paragraph
 for the user's
 entry

COMMAND	/		MARINE I	NSPECTION	RESPON SPECI	ISE/PLS E	ENTER YOU	JR RESPO	NSE 27AUG8
NAME/ ZA	APATA :	ORKTOWN			VIN/	CG000174	4 CALL/	ZAPATAY	FLAG/ U
				SPECIAL	NOTE -				
1. PC	ORT/ B	CL DATE	ENTERED/	29AUG86	RETAI	N UNTIL/		CASE/ M	186000038
				DESCRIPT	rion -				



- Fill in the blank paragraph
- SEND

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE MARINE INSPECTION SPECIAL NOTES 27AUGE
NAME/ ZAPATA YORKTOWN	VIN/ CG000174 CALL/ ZAPATAY FLAG/ U
	SPECIAL NOTE
1. PORT/ BCL DATE	ENTERED/ 29AUG86 RETAIN UNTIL/ 27AUG87 CASE/ MI86000038
	DESCRIPTION
	ROM A SALVAGED FRESH WATER VESSEL, BUT SHOULD BE CHECKED HAS INCLUDED OCEANS.



## G. Marine Inspection Class Note -- MICN.

## 1. MICN Purpose and Description.

- a. Captures and displays information concerning the inspection notes that pertain to a vessel class.
- b. Copies the class note, in the form of a Marine Inspection Special Note, to the files of every vessel in that class.
- c. Displays the information in the special notes paragraph in MICP for each vessel in the class.
- d. Tickles expiration prompter memos to the initiating port for each class note for each vessel in that class via Port File Morning Report (PFMR).
- e. Figure 3-6 shows the data definitions for MICN. See Enclosure (1) for the abbreviation meanings.
- f. The use of MICN is illustrated in the following example sequence entitled: Entering a Class Note.

## Accessing MICN.

- a. Menu. MICN is normally accessed through MIEI.
- b.  $\frac{\text{Free-Form}}{\text{with:}}$  MICN can be accessed through free-form

-MICN, <E, U, or R>, CIN=<class identification number>

### where:

E = entry mode

U = update mode

R = retrieval mode

CIN = class identification number

#### **EXAMPLE:**

### -MICN, E, CIN=SC000001

- c. Selection From Other Products. MICN is not accessed from other products.
- d. Product Use Authority Levels.

Entry - 3 and logged in port code is equal to the originating special class port code.

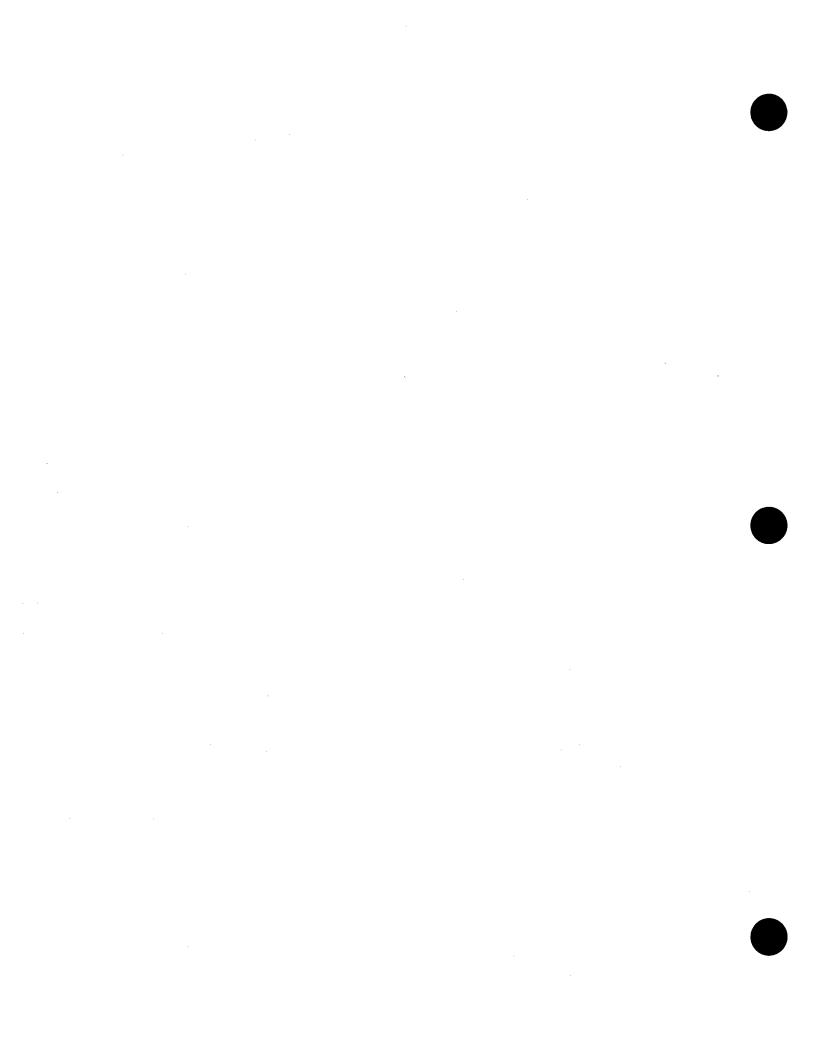
## 3.G.3. MICN Data Entry Requirements and Explanation.

- General Processing. MICN can only be accessed in E(ntry) mode, using a vessel's CIN. (Class notes may only be created by the unit that created the class.) MICN responds with a blank for a Retain Until date and a blank paragraph for the user to enter a class note. (Please note, the Retain Until date must be later than the date the note is being entered.) then copies the class note to the special notes paragraph in MICP and to MISN for each vessel in the class. MICN also tickles morning report entries to the initiating port for each class note for each vessel in that class. On the Retain Until date, a morning report entry is generated for the initiating port as a reminder that the special note will be automatically deleted unless action is taken prior to a specified date. Five days later, a second memo is generated for the same MISN as a reminder that automatic deletion will occur. The user may extend the retention date or delete a note by blanking out the paragraph on MISN (Marine Inspection Special Notes) for each vessel individually. To update an MISN created by MICN, the user must use CASE=ADMIN. will bring up those special notes that do not have a case number otherwise associated with them.
- b. Special Processing. None.

	<del>-</del>
COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION CLASS NOTE 26AUGS
	DATE INITIATED/ 26AUG86 RETAIN UNTIL/ _CD* CIN/ SC000026
	CLASS NOTE
DESCRIPTION/	NAPR

FIGURE 3-6. DATA DEFINITIONS FOR MICN

<sup>\*</sup> Field must be filled in on initial entry.



# MICN / Entry / Entering a Class Note

## STEP 1

- Enter CIN and request MICN
- SEND

SIS	-MICH, E, CI		MS	IS DI	RECTOR	Y					25AU
<msts></msts>	WELCOME	TO THE	WONDERF	UL WO	RLD OF	FUNCTI	ONAL	TEST	NG	<	MSTS
	_ ## 6 ## 6	S AND D	EVELOPER	S. PL	EASE L	IST UNE	ESOL	ED OF	DISC	OVERE	<b>D</b>
	099	DICT PR	OBILEMS C	N THE	MSBB.	THANK	UOY-				
<msts></msts>		LIST OF	PRODUCT	REVI	SIONS	ROLLED	INTO	TEST	SEE V	/DFI <	MSTS
	•										
ACTI	VITIES	-FI U	PDATE-		SEL,	MS	SIS S	BJECT	i. Elfi	25	SE
		271	0006 /	(DEI)	1	PORT	FILE			(PFEI	) 2
VESSEL	DOCUMENTAT	10N.2/A	DG00(V	(IFI)	2	VESSE	er. Fil	. F		. (VFEI	) 2
	FETY				3						
PORT SA	F L l I		( )	CEI	4	FACII	TTY	ETT.E.		. (FFEI	) 2
MARINE	CASUALTY.	• • • •	( .	(DET)	-	PARTY	FIL	F		. (PNEI	) 2
	POLLUTION.				6	CARGO	PIL			(CFEI	) 2
*****	RAL ADMIN										
GENE	RAL ADMIN	-55 0	FURIL								
BULLETI	N BOARD	284	.UG86(	(SBB)	11					) <b></b> .	
INCOMIN	G MAIL LO	3MB.	(1	PFIML)	12	LOGO	UT			<i></i> .	3
MORNING	REPORTS.	MR.	(1	PEMR)	13						
	ED OUTPUT				14						

## STEP 2

 MSIS responds with the class note form

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE MARINE INSPECTION CLASS NOTE 26AUG86
UNIT/ GMVI	DATE INITIATED/ 26AUG86 RETAIN UNTIL/ CIN/ SC000026
DESCRIPTION/	

- Enter the Retain Until date and the class note
- SEND

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE
MICN	MARINE INSPECTION CLASS NOTE 26AUG8
UNIT/ GMVI	DATE INITIATED/ 26AUG86 RETAIN UNTIL/ 17JUN87 CIN/ SC000026
	CLASS NOTE
DESCRIPTION/	VESSELS IN THIS CLASS HAVE CASUALTY HISTORIES OF FRACTURES IN

## STEP 4

 MSIS responds with a confirmation message

	•
/RESPO	NSE/MSIS NEXT ON QUEUE CTION CLASS NOTE 26AUG86
MPLETED SUCCESSFULLY	

## H. Marine Inspection Special Examination -- MISE.

## MISE Purpose and Description.

- a. Allows the user to record the status of a special examination, including comments.
- b. Maps the most recent MISE data to the vessel's MISS, Marine Inspection Status Summary and PSVH, Port Safety Vessel History.
- c. Displays all MISEs filed on a vessel on MICP, Marine Inspection Critical Profile.
- d. Displays all MISEs issued for a vessel in the MICP section on MIPIP, Marine Inspection Pre-Inspection Package.
- e. Figure 3-7 shows the data definitions for MISE. See Table 3-9 for the code values and Enclosure (1) for the abbreviation meanings.
- f. The use of MISE is illustrated in the following example sequence entitled: Entering a Special Examination.

### 2. Accessing MISE.

- a. Menu. MISE is normally accessed through MIEI.
- b. Free-Form. MISE can be accessed through free-form with:

-MISE, <E, U, or R>, CASE=<inspection case number>

### where:

E = entry mode
U = update mode
R = retrieval mode
CASE = inspection case number

### **EXAMPLE:**

-MISE,U,CASE=MI87000741

- c. Selection From Other Products. MISE can be accessed from MIAR.
- d. Product Use Authority Levels.
  - Retrieval 1 Entry/Update 2 and port code must be the same as the one who initiated the case.

### 3.H.3. MISE Data Entry Requirements and Explanation.

a. General Processing. The user accesses MISE through MIEI, using the case number of an open MI case. (The user's port code must also match the port code that initiated the case.) MISE responds with a form containing the examination status type, case identifier, action port, date of entry, the actual status, the existence of outstanding deficiencies and three lines for comments. The user then enters the special examination information and presses SEND.

The user may access MISE in **U(pdate)** mode to make corrections or additions to an existing MISE. The user may delete an MISE by placing an "X" in the DELETE slot that appears at the bottom of the screen. The user's port code must match the port code that initiated the case in order to modify existing data or delete the MISE. Also, the case must be an open MI case; once the associated MI case has been validated, the special examination data is locked to further updates.

MISE may also be accessed in R(etrieval) mode through MIEI to see special examination data for a particular vessel.

<u>Please Note:</u> There may be only one MISE filed per MI case and two MISEs may not be filed at the same time. An open MI case with an MISE attached must be closed before an MISE for another case can be filed.

The most recently filed special examination may be retrieved by using MISS or PSVH. This is based on the date the MISE was filed and not the MI case date. Users should use care and not delay the filing of an MISE as they may prevent the most recent MISE from being displayed.

b. Special Processing. If the examination type MARPOLII is entered on MIAR, the Type, Case, and Port are mapped from MIAR to MISE. These slots are then locked to the user.

MISE	MARINE INS	PECTION SPECIAL		ER YOUR RESPONS ON	8E 03DEC87
NAME/ HOLLYWOOD	CHEM JIM	VIN/	CG000135	CALL/ JBW5345	FLAG/ US
(III)	CASE PORT	IAL EXAMINATION DATE CD COMMENTS		- 'ATUS	
NARR					
DELETE (X) / X					

FIGURE 3-7. DATA DEFINITIONS FOR MISE

# TABLE 3-9. CODE VALUES FOR MISE

# (1) STATUS

CODE	EXPLANATION
CC	COMPLIANCE COMPLETE GMTH COF REVIEW COMPLETE
COF DOC	GMTH DOC REVIEW IN PROCESS
IC1 IC2	INCOMPLETE COMPLIANCE-LEVEL 2
INS	INSTALL COMP/DOC INCOMPLETE NOT APPLICABLE-NO NLS CARGO
NAC	NOT APPLICABLE-INLAND ROUTE
NCA PAC	NO COMPLIANCE ATTEMPT P&A MANUAL REVIEW COMPLETE
PAR	P&A MANUAL REVIEW IN PROCESS

.

# MISE / Entry / Entering a Special Examination

## STEP 1

- Free-form MISE with an inspection case number
- SEND

COMMAND /-MISE,E,CASE=M	187 <b>66644</b> R MARINE INSPECTIO	ESPONSE/PLS ENTER YOUR RESEN ENTRY INDEX	PONSE 16JUN87
CASE/ VIN FIN QNUM LOG CRITERIA: FROM(	NA N	ME/ HOLLYWOOD CHEM JIM ME/ LASS/ PORT/	
REPORT ACTIVITY SCHEDULER	.(MISF) 1 11 .(MIAR) 2 12 .(MIDR) 3 13 .(MIDF) 4 14 .(MICA) 5 15	PORT LOG(MIS PORT LOG(MIS PORT LOG	SI) 61 71   SP) 62 72   PL) * 73   FR) * 74   PL) * 75
INSPECTION STATUSUMMARY	.(MISS) * 31 .(MISD) 22 32 .(MICP) * 33 (MIPIP) * 34	SUBCHAPTER Q CLASS DESCRIPTION(MIC APPROVED EQUIPMENT(MIC CERT OF APPROVAL(MIC EQUIPMENT CLASS(MIC EQUIPMENT LIST(MIC	AE) 82 <b>92</b> COA) * <b>93</b> EC) * <b>94</b>

 MSIS responds with the special examination form

COMMAND /	MARINE I	NSPECTION S			ITER YOUR RESPON	ISE 16JUN87
NAME/ HOLLYWO	OD CHEM JIM		VIN/	CG000135	CALL/ JBW5345	FLAG/ US
TYPE MARPOLII	SP CASE POR MI87000044 BCL	ECIAL EXAMI T DATE	NATION		ATUS	
COMMENTS						

- Enter the date, status, and comments
- SEND

COMMAND /	MARANT		RESPONS	E/PLS ENT	ER YOUR RESPON	ISE
MISE	MARINE	INSPECTION	SPECIAL	EXAMINATI	ON	16JUN87
NAME/ HOLLYW	OOD CHEM JIM		VIN/	CG000135	CALL/ JBW5345	FLAG/ US
		PECIAL EXAM	INATION	STATUS	_	
TYPE		ORT DATE		ST	ATUS	
MARPOLII	MI87000044 BC	CL <u>23JUN87</u>	INS			
		COMM	IENTS	'		<del></del>
P & A MANUAL	APPROVED, BUT	VESSEL OWNE	RS HAVE	NOT MADE	VESSEL AVAILAE	LE FOR THE
APPROPRIATE	SURVEY AND TEST	rs.				
	<del></del>					

 MSIS responds with a confirmation message

MMAND /	MARINE	INSPECTION	_ RESPONSE/MSIS _SPECIAL EXAMINA	NEXT ON	QUEUE	1 <b>6</b> JUN87
ROD COMPLETED	SUCCESSFULLY					

### CHAPTER 4. MARINE INSPECTION STATUS

A. General. There are three products which provide inspection status information. The Marine Inspection Status Summary (MISS) summarizes inspection information including the status of all required periodic inspections and the status of all required safety or regulatory documents for a vessel or platform. Marine Inspection Status Details (MISD) is used to record inspection dates for inspections performed on vessels. The Marine Inspection Critical Profile (MICP) displays significant information needed to assess the inspection/safety status of a vessel or platform including inspection notes.

.

## B. Marine Inspection Status Summary -- MISS.

## 1. MISS Purpose and Description.

- Provides a summarization of inspections and inspection-related items pertaining to a particular vessel or platform. (MISS is <u>not</u> used with factories.)
- b. Displays a count of inspection critical items: current inspection notes, certificate amendments in force, special design features, outstanding requirements, and VPI notices in force.
- c. Displays a list of all periodic inspections and any other inspection that is scheduled or open, with their associated dates.
- d. Identifies and displays the status of all required safety or regulatory documents for a vessel.
- e. Acts as a menu to the detailed products MICP, MISD and VFLD.
- f. Displays information from the following products: PSPI, MISN, MIDR, MICA, MISD, MISE, VFLD and VFDD.
- g. Figure 4-1 shows MISS as it appears on the terminal.

## Accessing MISS.

- a. Menu. MISS is normally accessed through MIEI.
- b. <u>Free-Form</u>. MISS can be accessed through free-form with:

-MISS, <E, U, or R>, VIN=<vessel identification number

or.

-MISS, <E, U, or R>, FIN=<facility identification number>

### where:

E = entry mode

U = update mode
R = retrieval mode

VIN = vessel identification number

FIN = facility identification number

#### **EXAMPLE:**

-MISS,R,VIN=CG000692

- 4.B.2.b.

  (Cont'd)

  Please Note. The mode has no meaning when requesting MISS. If a user with a password authority access level of 2 for MISS uses the SELECTion command or had free-formed to MISS, with either U(pdate) or E(ntry) mode, then U(pdate) mode will be carried to MICP, MISD or VFLD.
  - c. Selection From Other Products. MISS is not accessed from other products.
  - d. Product Use Authority Levels.

Retrieval - 1

- 3. MISS Data Entry Requirements and Explanation.
  - a. General Processing. MISS is created by MSIS from details submitted in other products in both the Marine Inspection and Vessel File product sets. MISS can only be accessed in R(etrieval) mode using a vessel's VIN or a platform's FIN. However, if a user with an MISS password authority of 2 or higher free-forms to MISS in either E(ntry) or U(pdate) mode, then U(pdate) mode is carried to MICP, MISD, or VFLD. MISS responds with basic information about the vessel or platform and three status summary information sections. (Platforms show only two sections since they do not have a list of documents.) These sections are:
    - Summary of Inspection Critical Items
    - 2. Periodic Inspection Status
    - Safety/Regulatory Document Status.

Using the **SELECT** feature, each of these sections may be accessed from MISS to see more detailed information than that presented in the summary paragraphs.

Please Note: The ACTION slot under CURRENT STATUS lists the open case number for each type of inspection. A plain case number indicates that the inspection has been scheduled, a \* before the case number indicates that a MIAR is "In Process" while a — indicator means that the MIAR is "Complete". When the case has been validated, the three data slots under CURRENT STATUS will be blank and the inspection date and port code for the port that completed the inspection will appear in the Periodic Inspection Status section.

b. Special Processing. None.

## SCREEN 1

COMMAND /							
NAME/ HOLLYWOOD ( SERVICE/ COMMERC	CHEM JIM	OP/ OIL	VIN/ SPILLER	L2407 INC	000 CAI	LL/ JRW45	FLAG/ U
TYPE MARPOLII MI	CACE DO	PECIAL EXAM ORT DATE OL 16APR8			STATUS	PPROVED	гио И
THE P&A STATUS H	AS BEEN CO	NDITIONALLY	APPROVE	D.			
VPI NOTICES OUT REQUIREMENTS	1. SUMMA1 / Ø / 8	RY OF INSPE SPEC I CERT A	ECTION CR DSN FEATU AMEND IN	RITICAL RES/ FORCE/	ITEMS - 2 Ø	INSPECTIONS SPEC EXA	ON NOTES/ ]
	2. PERIO	DIC INSPECT	TION STAT	us	CHODE	איי כייאייויכ	
INSPECTION TYPE INITIAL CERT	PO I	DATE	DATE	AC	TION	PORT	DATE
CEDETETCARION	BCT.	01.TIN87	01JUN90 01JUN88	MI870 SENT	00037 MIRNL	BCL	Ø3JUN87 19JAN87
REINSPECTION HULL EXAM OTHER	BCL	19JAN87 20NOV86	01JUN92	*M187 -M187	000002 000026	BCL BCL	19JAN87 10APR87
OTHER				-MI87	000028	BCL	16APR87
	3. SAFET	Y/REGULATO	RY STATUS	5 5511F DZ	· TA	DATE	CURRENT
DOCUMENT	KIND	NUMBER	A GENC		DATE	EXPIRES	STATUS
CERTIFICATE OF	INSPECTION	MI8700003	6 USCG	BCL	ØlJUN87	<b>Ø1JUN9Ø</b>	
IGS ACCEPTANCE		XYZ123	USCG		26FEB86	26FEB88 21FEB89	VALID VALID
LOADLINE CERT							

FIGURE 4-1. DATA DEFINITIONS FOR MISS

RESPONSE/KEY "SEL, 1, 2, ... " FOR DETAILS COMMAND / MARINE INSPECTION STATUS SUMMARY Ø4JUN87 MISS FIN/ P5345JRW LOCAL ID/ BCL5345 NAME/ DUBLIN EXPRESS LEASE HOLDER/ HILL, DAVE, B. III 1. SUMMARY OF INSPECTION CRITICAL ITEMS ---VPI NOTICES.... / Ø SPEC DSN FEATURES.. / Ø INSPECTION NOTES / OUT REQUIREMENTS / 1 CERT AMEND IN FORCE / Ø SPEC EXAMINATION / 2. PERIODIC INSPECTION STATUS ---PORT DATE DATE ACTION PORT DATE INSPECTION PORT DATE
BCL 27AUG86
BCL 29AUG86 ANNUAL SPOT CHECK

## C. Marine Inspection Status Details -- MISD.

## MISD Purpose and Description.

- a. Permits the recording of inspection dates for inspections performed on vessels. (MISD is <u>not</u> used with platforms or factories.
- b. Maps inspection information to MIPIP, Marine Inspection Pre-Inspection Package and to MICIF, Marine Inspection Certificate of Inspection Form.
- c. Figure 4-2 shows the data definitions for MISD. See Table 4-1 for the code values and Enclosure (1) for the abbreviation meanings.
- d. The use of MISD is illustrated in the following example sequence entitled: Entering Inspection Status Details.

## Accessing MISD.

- a. Menu. MISD is normally accessed in E(ntry) mode through MIAR. In R(etrieval) mode, MISD is normally accessed through MIEI.
- b.  $\frac{\text{Free-Form}}{\text{with:}}$  MISD can be accessed through free-form

-MISD, <E or U>, CASE=<inspection case number>

or

-MISD,R,VIN=<vessel identification number>

#### where:

E = entry mode
U = update mode
R = retrieval mode
CASE = inspection case number
VIN = vessel identification number

Please Note: CASE=ADMIN will not work.

#### **EXAMPLE:**

### -MISD, U, CASE=MI86000759

c. Selection From Other Products. MISD can be accessed from MIEI and MIAR.

## 4.C.2. d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 and logged in port code is equal to the port initiating the case.

## 3. MISD Data Entry Requirements and Explanation.

a. General Processing. MISD may be accessed in E(ntry) or U(pdate) mode through MIAR to see open case information. An MIAR must be filed before MISD is available for update. MISD displays slots for the next due dates for periodic inspections and the last exam dates for hull exams. MISD also maps data from the Vessel File detail products, if this data exists. The user then enters the appropriate data. Slots for periodic inspections on MISD may be open or locked, optional or required, depending on the inspection type marked on MIAR. Table 4-2 shows the state of the various MISD slots based on these MIAR inspection types.

MISD may also be accessed in R(etrieval) mode through MIEI to see the inspection data for a particular vessel.

In E(ntry), U(pdate) or R(etrieval) mode, MISD may be longer than one screen image. When the first screen image for MISD is displayed, the user receives the message "KEY MORE FOR NEXT PAGE" in the Response Slot if there is additional information. The user enters MORE in the Command Slot and presses SEND to display the next page. The user may also send a blank in the Command Slot or ABORT to exit MISD without viewing the next page.

The MARPOLII section will only be displayed in R(etrieval) mode when data for MARPOLII stripping tests exists.

b. Special Processing. None.

COMMAND /	MARINE INSPEC	RESPONSE/PLS	ENTER YOUR	RESPONSE	27AUG86
NAME/ HOLLYWOOD CHEM	JIM	VIN/ CG00013	35 CALL/ 3	IRW45 F	LAG/ US
CER REI	INSPECTION TYPE TIFICATION NSPECTION L EXAM	ODIC INSPECTIONS - NEXT DUE DA CD6 CD6	 \TE -		
DRY ALT LIG	EXAM TYPE - DOCK ERNATE INTERNAL HT DRAFT KING DRAFT	CD6			
TANKIDENTIFICATION LIT	-INTERNAL EXAM- LAST NEXT	CARGO TANKS@( -EXTERNAL EXAM- LAST NEXT CD CD	SAFETY	HYDRO LAST CD	TEST NEXT CD
TANK HIGHEST ID NLS CAT LIT LIT	TESTED? ASSE (Y/N) (REF	EX II STRIPPING SSED? TNK) DATE IT CD	PORT PORT		K)
BOILER/STEAM PIPE IDENTIFICATION LIT	HYDRO LAST NEXT	BOILERS@@MOUNTS OPENED REMOVED CD CD	SAFETY VAL	VES SPRHT	R VALVES DATE CD
IDENTIFICATION CENTER PORT	DATE NEXT DUI DRAWN DATE CD CD	E INIT -STERN-	LEARANCES - STRUT- TOP BOT 125 125	-STERN- TOP BOT I I	-STRUT
LIFEBOAT/RAFT IDENTIFICATION LIT	SERVICED/ REFURBISH CD	LIFESAVING 00 WEIGHT TEST CD		FALLS RENEWED CD	
SYSTEM COMMUNICATIONS OBSTRUCTION LIGHTS	MISCE ID NUMBER UH4431128505 AD1055	LLANEOUS SYSTEMS TYPE (1)	LAST CD	TYPE (1)	LAST CD
-ID NUMTYE 1237CAJ OTHER 5222PJL AIR REC 760628 AIR REC	DEAERA	L AIR	-LA	STNE	

- e See Table 4-2 for the locked/unlocked status of these slots.
- ee Each detail data group appears only if its associated detail product
- # This denotes unlocked slot(s) in Entry/Update modes.

## FIGURE 4-2. DATA DEFINITIONS FOR MISD

# TABLE 4-1. CODE VALUES FOR MISD

# (1) MISCELLANEOUS SYSTEMS-TYPE

CODE	MAP
SER	SERVICED
LOA	LOADTEST
PRE	PRESS OK

# TABLE 4-2. MARINE INSPECTION STATUS DETAILS SLOTS FOR INSPECTED VESSELS

### For INSPECTED VESSELS:

If MIAR inspection type is:

INITIAL AND CERTIFICATION REINSPECTION HULL

COC ADMIN The state of the periodic inspection slots on MISD is:
ALL OPEN
ONLY REINSPECTION OPEN ONLY HULL & HULL EXAM OPEN
ONLY COC OPEN REINSPECTION HULL HULL EXAM

# TABLE 4-3. MARINE INSPECTION STATUS DETAILS SLOTS FOR U.S. INSPECTED VESSELS

# FOR U.S. INSPECTED VESSELS:

# If MIAR inspection type is:

INITIAL CERTIFICATION OR CERTIFICATION

REINSPECTION

HULL

# Data Requirements:

The next certification date is required and must be greater than the inspection date. If the reinspection date is entered, then this date must be greater than the inspection date and less than the next certification date.

The next reinspection date is optional; if entered, this date must be greater than the inspection date and less than the next certification date, unless the next certification date is blank.

If the next drydock date is entered, it must be greater than the last drydock exam date. If the last drydock is entered, it must be less than the next Hull Exam date.

# TABLE 4-4. MARINE INSPECTION STATUS DETAILS SLOT FOR NON-U.S. INSPECTED VESSELS

# For NON-U.S. INSPECTED VESSELS:

If MIAR inspection type is:

Data Requirements:

COC

The next COC inspection date is required and must be greater than the inspection date.

# MISD / Entry / Entering Inspection Status Details

#### STEP 1

- Enter a valid Case Number on MIEI
- Command: SEL,22
- SEND

										}
				RESPONSE			YOUR	RES PON		.UG86
	CASE/ MI86898938 VIN/ CG00	70174	N N	AME/ ZF AME/	APATA	YOR KTO	WN			
	FIN/ QNUM / LOG CRITERIA: FROM (SINCE)	·	_ <u>`</u>	·/ _		_ P	ORT/			
,		MODE							MODE	: :
	REPORT ACTIVITY	FNTRY	RTRV		- r.o	GS		E	NTRY	RTRV
	SCHEDULER(MISE		11	SCHED						
	ACTIVITY REPORT(MIAF	2) 2	12	STATUS	SAT	PORT	(	MISP)	62	72
	DEFICIENCY REPORT(MIDE	2 3	13	PORT 1	rog.		(	MIPL	*	73
	DEFICIENCY FOLLOW-UP(MID	n) J	1.4	COLE	EFT.			MIFR)	*	74
	COI AMENDMENT(MIC)	) 4 ) 5	15	PLATE	OPM C	TST		PF Pf.)	*	75
				OVERD					*	76
	SPECIAL NOTE(MIST	N) 0	10	OVERD	0L 114	orber	• • • • (	,		
	THE DECETON CHARGE				S ITEC	HAPTER	0	_		
	INSPECTION STATUS SUMMARY(MISS		2.1						81	91
	SUMMARY(MIS	5) -	3.7	APPRO	neu e	CIFILON	TT (	MILES	82	92
	DETAILS(MISI	•				PRO VAL.				93
	CRITICAL PROFILE(MIC	- ,								94
	PRE-INSPECTION PACKAGE. (MIP	15) =	34	EQUIP		LIST			-	95
				FOOTE	MENI	L131	(	(4156)		, ,
	ADMINISTRATION									
	FIELD INFORMATION(MIF	1) 41	51							

#### STEP 2

- MSIS responds
   with currently
   known status
   and dates, if
   any, together
   with blank slots
   for other data
   and dates
- Note that only data groups that have detailed products filed for the subject vessel will appear on MISD

COMMAND /				PESP	ONSE/PLS	ENTER Y	OUR RESPO	27AUG	
415D	ND / MARINE INSPECTION S					N STATUS DETAILS			
NAME/ ZAPATA CASE/ MIB6000	YORKTON					74 CALL	/ ZAPATA'	Y FLAG/	
CM36/ 4140004									
		INSPECTIO	PERI	ODIC INS	PECTIONS	ATE -			
CERTIFICATION			N		27AUG88				
	REINSPECTION		'		38AUG87				
		L EXAM			3840007				
				HULL EXA	MS				
				- [.8	ST EXAM	DATE -			
DRY		POCK	DOCK		28AUG55 27AUG84 27AUG83 27AUG86				
	CIC	SHT ORAFT			27AUG 83				
	WO	RKING DRAI	PT		27AUG86				
				CARGO TA	HKS				
TANK		-INTERNAL	EXAM-	-EXTERNA	- HAX3 J	SAFETT	HY	DRO TEST: T NEXT	
IDENTIFICA					SEAT	VALVE:			
				- BOILE	15				
GOITEK\215W	T PIPE	HYD	RO	4001	175	SAPETY Y	ALVES SP	RHTR VAL	
IDENTIFICA	T PIPE	LAST	MEXT	OPERED	REMOVED	361 .	JA1E 3	RHTR VAL	
IDENTIFICA	T PIPE	LAST	MEXT	OPENSO	REMOVED	361 .		RHTR VAL	
IDENTIFICA	TION	LAST	MEXT		(5)	- :			
IDENTIFICA	H PIPE		1	TAILSHAP	(5)	LEARANCI	ES MEAS.	ELEARAN	
IDENTIFICA	ATTON		1	PAILSHAP	P(S) ORIG. C -STERN-	LEARANCI -STRU	ES MEAS.	SLEARAN N	
IDENTIFICA	ATION		1	PAILSHAP	P(S) ORIG. C -STERN- TOP BOT 125 125	LEARANCI -STRU' TOP B	ES MEAS. TSTER OT TOP B	SLEARAN N- 379	
IDENTIFICA	ATION	DATE	1	PAILSHAP	P(S) ORIG. C -STERN-	LEARANCI -STRU' TOP B	ES MEAS. TSTER OT TOP B	SLEARAN N- 379	
IDENTIFICA CENTER PORT	ATION	DATE	NEXT DUE	TAILSHAP* E INIT DIA 348 559	P(S) ORIG. O -STERN- TOP BOT 125 123 45 45	LEARANCE -STRUTTOP B	ES MEAS.	CLEARAN IN 370	
IDENTIFICS CENTER PORT	ATION	DATE	NEXT DUE	TAILSHAP* E INIT DIA 348 559	P(S) ORIG. O -STERN- TOP BOT 125 123 45 45	LEARANCE -STRUTTOP B	ES MEAS. TT - STER OT TOP B 25 56	SLEARAN SLEARAN STOP	
IDENTIFICA CENTER PORT	ATION	DATE DRAWN SERV REFU	NEXT DUE DATE	TAILSHAP* E INIT DIA 348 559	P(S) ORIG. C -STERN- TOP BOT 125 125 45 45	LEARANCE -STRUTTOP B	ES MEAS.	SLEARAN SLEARAN STOP	
IDENTIFICS CENTER PORT	ATION	DATE	NEXT DUE DATE	TAILSHAP* E INIT DIA 348 559	P(S) ORIG. O -STERN- TOP BOT 125 123 45 45	LEARANCE -STRUTTOP B	ES MEAS. TT - STER OT TOP B 25 56	SLEARAN N- 379	
IDENTIFICS CENTER PORT	ATION	DATE DRAWN SERV REPU	NEXT DUE DATE  ICED/ RBISH	PAILSHAP	P(S) ORIG. C -STERM- TOP BOT 125 123 45 45 ING WEIGHT TEST	LEARANCI -STRU TOP B 125 1	ES MEAS. T - STER OT TOP B 25 56 FALLS RENEWED	SLEARAN SLEARAN STOP	
IDENTIFICA  CENTER PORT  LIFEBOAT/ IDENTIFICA  SYSTEM	ATION ATION RAFT	DATE DRAWN SERV REFU	NEXT DUE DATE TICED/ RBISH MISCI NUMBER	PAILSHAP  INIT DIA 348 559 LIPESAV	P(S) ORIG. O -STERN- TOP BOT 125 123 45 45	LEARANCI -STRU TOP B 125 1	ES MEAS. T - STER OT TOP B 25 56 FALLS RENEWED	SLEARAN IN3TP	
IDENTIFICATION TO THE TOTAL TO THE TOTAL TO THE TOTAL TOTAL TO THE TOTAL	ATION ATION RAFT	DATE DRAWN SERV REFU	NEXT DUE DATE ICED/ RBISH MISCI 3112859	PAILSHAP  INIT DIA 348 559 LIPESAV	P(S) ORIG. C -STERM- TOP BOT 125 123 45 45 ING WEIGHT TEST	LEARANCI -STRU TOP B 125 1	ES MEAS. T - STER OT TOP B 25 56 FALLS RENEWED	SLEARAN IN3TP	
IDENTIFICA  CENTER PORT  LIFEBOAT/ IDENTIFICA  SYSTEM	ATION  RAFT ATION	DATE DRAWN SERV REFU	NEXT DUE DATE  ICED/ RBISH  NUMBER 311285912	PAILSHAPT E INIT DIA 348 559 LIPESAV	P(S) ORIG. C STERN. TOP BOT 125 127 125 127 145 45 45 45 17 TEST	LEARANCI -STRUTOP B 125 1 56	ES MEAS. TSTER T TOP B SS	SLEARAN IN3TP	
IDENTIFICATION TO THE PORT OF HORMONICATION FOR HORM	ATION  RAPT ATION	DATE DRAWN SERV RETU	TICED/ RBISH HISCI NUMBER 3112850:2	TAILSHAPT E INIT DIA 348 559 LIFESAV	P(S) ORIG. C -STERN- TOP BOT 125 127 45 45 ING WEIGHT TEST TYPE	LEARANCI -STRU: TOP B: 125 1 56	ES MEAS. TSTER T TOP B 25 FALLS RENEMED	CLEARAN N - 1379 OT TOP	
IDENTIFICATION TO THE PORT OF HORMONICATION FOR HORM	ATION  RAPT ATION	DATE DRAWN SERV RETU	TICED/ RBISH HISCI NUMBER 3112850:2	TAILSHAPT E INIT DIA 348 559 LIFESAV	P(S) ORIG. C -STERN- TOP BOT 125 127 45 45 ING WEIGHT TEST TYPE	LEARANCI -STRU: TOP B: 125 1 56	ES MEAS. TSTER T TOP B 25 FALLS RENEMED	SLEARAN N= 35°° OT TOP	
IDENTIFICATION TO THE PROPERTY OF THE PROPERTY	ATION  RAPT ATION  NS	DATE DRAWN SERV RETU	TCED/	TAILSHAPT E INIT DIA 348 559 LIFESAV	P(S) ORIG. C -STERN- TOP BOT 125 127 45 45 ING WEIGHT TEST TYPE	LEARANCI -STRU: TOP B: 125 1 56	ES MEAS. TSTER T TOP B 25 FALLS RENEMED	SLEARAN IN- 37° OT TOP	

#### STEP 3

- Correct or add data as appropriate
- SEND

```
RESPONSE/PLS ENTER YOUR RESPONSE
COMMAND /__
                                                                                                                                                                        27AUG86
                                                      MARINE INSPECTION STATUS DETAILS
MISD
                                                                                               VIN/ CG000174 CALL/ ZAPATAY FLAG/ US
 NAME/ ZAPATA YORKTOWN
                                                                                                                                   PORT/ BCL
CASE/ MI86000038
                                                                 --- PERIODIC INSPECTIONS ---
                                          - INSPECTION TYPE - - NEXT DUE DATE -
                                                                                                         27AUG88
                                        CERTIFICATION
                                        REINSPECTION
                                                                                                         27AUG87
                                        HULL EXAM
                                                                                                          30AUG87
                                        COC
                                          --- HULL EXAMS ---
- EXAM TYPE - -- LAST EXAM DATE-
                                                                                                   28AUG85
                                        DRYDOCK
                                        ALTERNATE INTERNAL
                                                                                                         27AUG84
                                        LIGHT DRAFT
                                                                                                         27AUG83
                                                                                                         27AUG86
                                        WORKING DRAFT
                                                                           --- CARGO TANKS ---
 TANK -INTERNAL EXAM--EXTERNAL EXAM--IDENTIFICATION-- LAST NEXT LAS
                                                                                                                               SAFETY
                                                                                                                                                      --HYDRO TEST --
                                                                                                                                                     LAST NEXT
27AUG84 27AUG87
                                                                                                                               VALVES
                                                                                                                               27AUG84
                                                                                                                                                      27AUG84 27AUG87
                                                                                                                               27AUG84
                                                                              --- BOILERS ---
  13196
                                                                         --- TAILSHAFT (S) ---
                                                                                                         ORIG. CLEARANCES MEAS. CLEARANC
                                                              NEXT DUE INIT
                                                                                                         -STERN- -STRUT-
                                                                                                                                                    -STERN-
                                                                                                                                                                       -STRUT-
                                                  DATE
                                                                                                         TOP BOT TOP BOT
                                                                                                                                                   TOP BOT TOP BOT
                                                 DRAWN DATE DIA
       IDENTIFICATION
                                                12DEC85 12DEC87
12DEC85 12DEC87
                                                                                         348 125 125 125 125
559 45 45 56 56
                                                                                                                                                     CENTER
 PORT
                                                                            --- LIFESAVING ---
                                                                                      WEIGHT
                                                         SERVICED/
                                                                                                                                                 FALLS
        LIFEBOAT/RAFT
                                                                                                                                               RENEWED
                                                         REFURBISH
                                                                                                         TEST
        IDENTIFICATION
                                                                   -- MISCELLANEOUS SYSTEMS ---
                                                                                          TYPE LAST
                                                                                                                                                  TYPE
                                                                                                                                                                         LAST
             SYSTEM
                                                            ID NUMBER
 COMMUNICATIONS
                                                         UH44311285055H
                                                                                                  SVC 27JUN86
                                                         28712
 FOG HORN
                                        --- PRESSURE VESSELS EXAMINED OR HYDROED ---
                                                                                                                                                               -NEXT-
                                                                                                                                           -LAST-
                                ----TYPE----
    -ID NUM-
                                                                                                                                           #1JAN86 #1JAN88
                                                                       DEAERATOR
 1237CAJ
                               OTHER
                                                                                                                                                            91JAN88
                                                                                                                                          #1JAN86
                               AIR RECEIVER
                                                                      CONTROL AIR
 5222PJL
                                                                                                                                                               01JAN88
                                                                                                                                          91JAN86
                               AIR RECEIVER
                                                                      MIDSHIP AIR
 760628
```

# D. Marine Inspection Critical Profile -- MICP.

# 1. MICP Purpose and Description.

- a. Provides a summary of critical information pertaining to a particular vessel or platform's material condition. (MICP is not used with factories.)
- b. Displays a summary of the number of current inspection notes, certificate amendments in force, special design features, outstanding requirements, and VPI notices issued for a vessel.
- c. Displays more in-depth information about each of the above items, including narrative.
- d. Displays information from the following products: PSPI, MISN, MIDR, MICA, MISD, MISE, and VFDD.
- e. Figure 4-3 shows MICP as it appears on the terminal.

# 2. Accessing MICP.

- a. Menu. MICP is normally accessed through MIEI.
- b. Free-Form. MICP can be accessed through free-form with:

-MICP,R,VIN=<vessel identification number>

or

-MICP,R,FIN=<facility identification number>

where:

R = retrieval mode
VIN = vessel identification number
FIN = facility identification number

#### **EXAMPLE:**

#### -MICP,R,VIN=CG000279

- c. Selection From Other Products. MICP can be accessed from MISF or MISS.
- d. Product Use Authority Levels.

Retrieval - 1

# 4.D.3. MICP Data Entry Requirements and Explanation.

a. General Processing. MICP is a retrieval-only product. It is accessed using either a VIN for vessels or a FIN for platforms. When accessed, MICP displays special design features from VFDD, inspection notes from MISN, all outstanding requirements from MIDR, current certificate amendments from MICA, VPI notices from PSPI, and special examination information from MISE.

MICP may contain more than one screen image (50 lines) of information. When the first screen image for MICP is displayed, the user receives the message "KEY MORE FOR NEXT PAGE" in the Response Slot if more information exists. The user enters MORE in the Command Slot and presses SEND to see the next page. The user may also SEND a blank command or ABORT to exit MICP without viewing the next page.

b. Special Processing. None.

#### SCREEN 1

RESPONSE/MSIS NEXT ON QUEUE COMMAND /\_\_\_\_ MARINE INSPECTION CRITICAL PROFILE . 27AUG86 MICP VIN/ CG000135 CALL/ JRW45 FLAG/ US NAME/ HOLLYWOOD CHEM JIM --- INSPECTION CRITICAL ITEMS ---SPEC DSN FEATURES../ 5 CERT AMEND IN FORCE/ 2 INSPECTION NOTES/ 5 VPI NOTICES..../ 1
OUT REQUIREMENTS/ 7 --- PARTICULAR INTEREST VESSEL ---1. PORT/ BCL DATE ENTERED/ 02APR86 NOTICE ID/ 4545 THIS VESSEL IS OF PARTICULAR INTEREST DUE TO ITS UNIQUE LAYOUT AND DESIGN. --- SPECIAL DESIGN FEATURES --1. PORT/ BCL DATE ENTERED/ 08AUG86 THIS VESSEL IS UNIQUE IN ITS DESIGN IN THAT IT HAS VERY STRANGE PIPING SIZE AND LAYOUT. ALL CARGO PIPES ARE MADE OF THIN PAPER. --- INSPECTION NOTES ---1. PORT/ GMVI DATE ENTERED/ ØlAPR86 RETAIN UNTIL/ ØlAPR88 CASE/ VI86000010 THE VESSEL HAS HAD REMARKABLE CARE. --- OUTSTANDING REQUIREMENTS ---DATE ISSUED/ 31AUG86 COMPLIANCE DATE/ 30SEP86 1. REQ. / 1 LAST LETTER/ MIFLN LETTER DATE.... / Ø4NOV86 CASE/ MI86000032 PORT/ BCL PUMP SEAL WORN OUT. MUST BE REPLACED. --- CERTIFICATE AMENDMENTS ---1. PORT/ BCL DATE ENTERED/ 05SEP86 CASE/ MI86000066 PERSON IN CHARGE CHANGED.

#### FIGURE 4-3. DATA DEFINITIONS FOR MICP

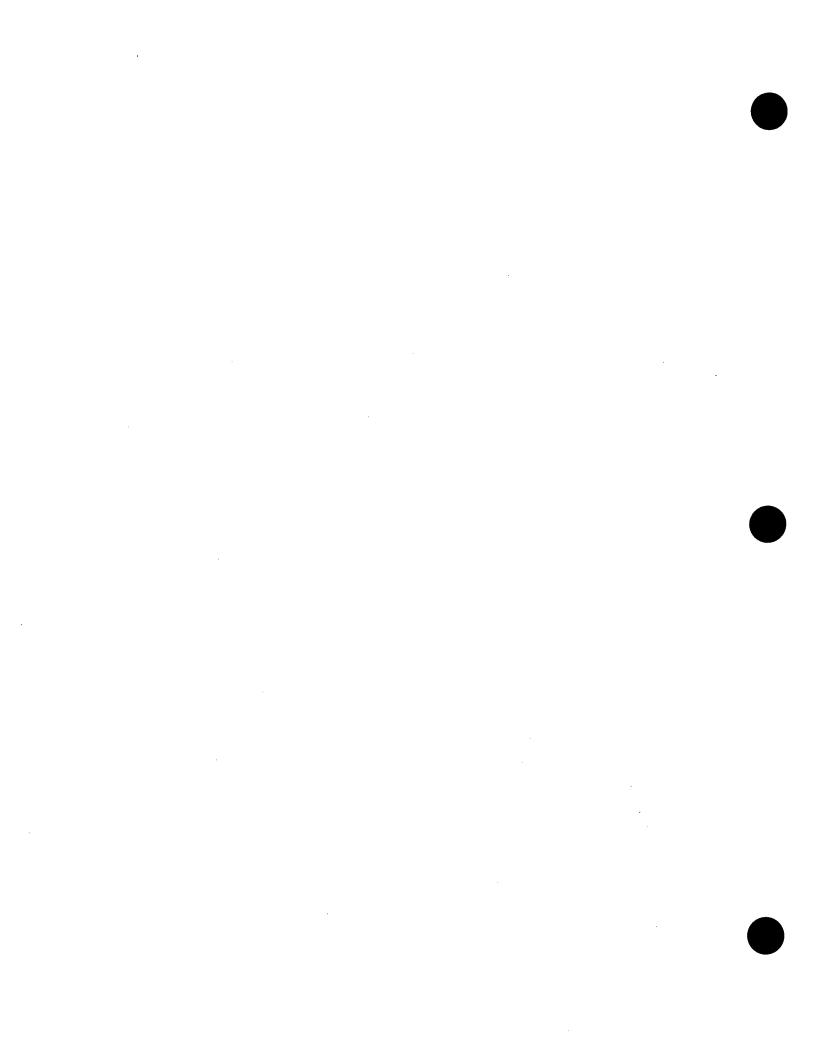
### SCREEN 2

COMMAND / RESPONSE/MIEI NEXT ON QUEUE MICP MARINE INSPECTION CRITICAL PROFILE 27AUG86
NAME/ DUBLIN EXPRESS FIN/ P000135 LOCAL ID/ BCL5345 CATEGORY/ FIXED PLATFORM TYPE/ PRODUCTION
INSPECTION CRITICAL ITEMS VPI NOTICES/ Ø SPEC DSN FEATURES/ Ø INSPECTION NOTES/ Ø OUT REQUIREMENTS/ 1 CERT AMEND IN FORCE/ Ø
OUTSTANDING REQUIREMENTS  1. REQ./1 DATE ISSUED/ 27AUG86 COMPLIANCE DATE/ 31DEC86  CASE/ MI86000033 LAST LETTER/ LETTER DATE/  PORT/ BCL  PILINGS ARE BEGINNING TO CRUMBLE.

FIGURE 4-3. DATA DEFINITIONS FOR MICP (Continued)

#### CHAPTER 5. PORT STATUS LOGS.

A. General. The Marine Inspection product set contains a group of logs and lists which support the inspection activity, namely the Marine Inspection List of Scheduled Inspections (MISI), Marine Inspection Status at Port (MISP), Marine Inspection Port Log (MIPL), Marine Inspection List for Fleet of Responsibility (MIFR), and Marine Inspection List of Overdue Inspections (MIOI). MISI displays currently scheduled inspections for the subject unit. MISP displays open case summaries while MIPL displays closed case summaries. The vessels in the unit's fleet of responsibility are shown on MIFR. MIOI displays information about vessels and planned periodic inspections which are overdue at the port.



# B. Marine Inspection List of Scheduled Inspections -- MISI.

# 1. MISI Purpose and Description.

- a. Provides a list of scheduled MI cases for vessels, platforms and factories attached to a given port.
- b. Lists each case by Case Number, subject name, VIN/FIN, inspection date and the inspection type. (MISI lists the first two inspection types listed on MISF.)
- c. Provides an automatic mechanism for locating and managing scheduled cases within a given port or field unit.
- d. May be used to select MISF or MIAR (depending on the mode used to access MISI).
- Used to queue up MIPIP packages for printing the next day, when accessed in R(etrieval) mode.
- f. Figure 5-1 shows MISI as it appears on the terminal.

# 2. Accessing MISI.

- a. Menu. MISI is normally accessed through MIEI.
- b. Free-Form. MISI can be accessed through free-form with a unit or port code as follows:

-MISI, <E, U, or R>, UNIT= <unit or port code>

### where:

E = entry mode
U = update mode
R = retrieval mode
UNIT = unit or port code

**NOTE:** MISI is a retrieval product, but mode determines how the product is processed.

#### **EXAMPLE:**

#### -MISI,U,UNIT=CORMS

- c. Selection From Other Products. MISI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Select MISF and MIAR in Update - 2 Select Pre-Inspection Packages - 1

# 5.B.3. MISI Data Entry Requirements and Explanation.

General Processing. MISI is accessed through MIEI with a port designation; default is the user's port. (In E(ntry) and U(pdate) modes, MISI can be accessed only for the user's port.) MISI responds with a list of scheduled MI cases and serves as an index to those cases. If MISI is entered in E(ntry) or U(pdate) mode, selections made from it result in MIAR(s) in E(ntry) mode, if the user's port is the same as the initiating port and the user has update authority for If the user's port is different or he/she does MIAR. not have the proper authority, the user receives MISF in retrieval mode. If MISI is entered in R(etrieval) mode, selections from it result in MISF in U(pdate) mode, if the user's port is the same as the initiating port and the user has update authority for If these conditions are not met, the user receives MISF in R(etrieval) mode. (See Table 5-1 for the logic of product selection from MISI.)

MISI may also be used to queue up MIPIP packages for printing the next day. MISI must be accessed in R(etrieval) mode, the user must have an authority level of 1 or greater on MIPIP, and the case must have been scheduled for the "logged-in" unit. If these criteria are met, MISI displays a column after each selection number. The user enters an "X" in this data slot and executes the product by pressing SEND. This causes the designated MIPIPs to be created for printing the next day. However, if a Pre-Inspection Package already exists for that particular case a "P" will appear in the data slot and it will be locked to This prevents the creation of a duplicate the user. Pre-Inspection Package. Pre-Inspection Packages may be printed multiple times from PFSO.

A "P" is written to MISI when the MIPIP resides in PFSO and is ready to print. The user must kill the MIPIP on PFSO to remove the "P" so another MIPIP can be requested on MISI.

MISI may consist of more than one screen image. MISI displays up to fifty (50) log entries along with the message "KEY SEL,1,2,... FOR MISF(S)" or "KEY SEL,1,2... FOR MIAR(S)", depending on the access mode, in the Response Slot. The user selects the desired entries and presses SEND. If there are more entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, SEND a blank to bring up the first selection on the queue or enter MORE to see the next page of entries. If only one page of entries exists, the user may make more selections or press SEND twice to bring up the first selection on the queue.

- 5.B.3.a. Please Note: To see a more in-depth discussion of how SELECTion and the MORE command function together, please see Section 1.D in this guide.
  - b. Special Processing. None.

```
RESPONSE/KEY "SEL,1,2,..." FOR MISF(S)
MARINE INSPECTION LIST OF SCHEDULED INSPECTIONS 17DEC87
COMMAND /__
MISI
 PORT/ GALMS TOTAL NUMBER OF CASES/ 3
                                                            INSP
          CASE
     Ι
 SEL P NUMBER
                                                            DATE
                                                                    INSPECTION TYPES
                         SUBJECT NAME
                                               VIN/FIN
   1 _ MI87002018 TRIREME
2 P MI87002020 PORTOBELLO
3 _ MI87002024 NEPTUNE
                                               CG000604 31DEC87 CERTIFICAT CREDIT DRY
                                               L6719615 06JAN88 REINSPECTI OTHER
                                               CG000541 07JAN88 SPECIAL
```

# TABLE 5-1. PRODUCT SELECTION LOGIC TABLE

-- User has Update Authority for Queued Product --

User's Set Unit = log in unit.

User's Set Unit ≠ log in unit.

MISI Mode

Retrieval Update MISF in Update
MIAR in Entry

MISF in Retrieval MISF in Retrieval

-- User has Retrieval Authority for Queued Product --

MISI Mode

Retrieval Update MISF in Retrieval MISF in Retrieval

MISF in Retrieval MISF in Retrieval

# C. Marine Inspection Status at Port -- MISP.

- 1. MISP Purpose and Description.
  - a. Displays open inspection case summaries and case status attached to a given unit for vessels, platforms and factories.
  - b. Allows selection of Marine Inspection Activity Reports for cases listed.
  - c. Figure 5-2 shows MISP as it appears on the terminal.

### 2. Accessing MISP.

- a. Menu. MISP is normally accessed through MIEI.
- b. Free-Form. MISP can be accessed through free-form with a unit or port code as follows:

-MISP, <E, U, or R>, UNIT= <unit or port code>

#### where:

E = entry mode
U = update mode
R = retrieval mode
UNIT = unit or port code

Please Note: The mode has no meaning when requesting
MISP.

#### **EXAMPLE:**

#### -MISP,R,UNIT=PATMS

- c. Selection From Other Products. MISP is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

Please Note: If a user with a password authority access level of 2 for MISP uses the SELECTion command and had free-formed to MISP, with either U(pdate) or E(ntry) mode, then U(pdate) mode will be carried to MIAR, provided the login port code is equal to the initiating port code for that MIAR.

- 3. MISP Data Entry Requirements and Explanation.
  - a. <u>General Processing</u>. MISP is entered through MIEI with a unit designation (default is user's unit). The user can specify FROM and TO dates to display

5.C.3.a. (Cont'd)

only the open cases that fall on and between specified dates. MISP serves as an index for these open cases. It displays up to fifty (50) log entries along with the message "KEY SEL,1,2... FOR MIAR(S)" in the Response Slot. The user selects the desired entries and presses SEND. If there are more entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, SEND a blank to bring up the first selection on the gueue or enter MORE to see the next page of log entries. If only one page of entries exists, the user may make more selections or press SEND twice to bring up the first selection on the queue. If MISP is accessed in R(etrieval) mode, the selected MIARs will also be in R(etrieval) mode. However, if MISP is free-formed in E(ntry) or U(pdate) modes, the selected MIARs will be in U(pdate) mode.

Please Note: To see a more in-depth discussion of how SELECTions and the MORE command function together, please see Section 1.D in this guide.

b. Special Processing. None.

```
COMMAND /_
                                      RESPONSE/KEY "SEL, 1, 2, ... " FOR MIAR(S)
                     MARINE INSPECTION STATUS AT PORT
MISP
                                                                      28AUG86
UNIT/ BCL TOTAL OPEN CASES/ 3
                                                                           0
                                    INSP
                                                          INSP INSPECTION
      CASE
                                              LOCATION
                 SUBJECT NAME
                                    DATE
                                                          INIT TYPE (S)
SEL
     NUMBER
  1 MI87000002 HOLLYWOOD CHEM JIM
                                    19JAN87 PIER 18
                                                           JAH HULL EXAM
                                    17NOV86
                                                           MCD OTHER
                                                                           X
  2 MI86000120 PUDDLE JUMPER
                                    200CT86 CHEVRON OD#3
                                                           HHH SPECIAL
  3 MI86000080 FREE AND CLEAR
```

# D. Marine Inspection Port Log -- MIPL.

# MIPL Purpose and Description.

- a. Displays closed inspection case summaries for vessels, platforms and factories attached to a given unit.
- b. Allows selection of Marine Inspection Activity Reports for cases listed.
- c. Figure 5-3 shows MIPL as it appears on the terminal.

# Accessing MIPL.

- a. Menu. MIPL is normally accessed through MIEI.
- b. Free-Form. MIPL can be accessed through free-form with a unit or port code a follows:

-MIPL, <E, U, or R>, UNIT= <unit or port code>

#### where:

E = entry mode
U = update mode
R = retrieval mode
UNIT = unit or port code

Please Note: The mode has no meaning when requesting
MIPL.

#### **EXAMPLE:**

#### -MIPL, R, UNIT=PATMS

- c. Selection From Other Products. MIPL is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

# 3. MIPL Data Entry Requirements and Explanation.

a. General Processing. MIPL is entered through MIEI with a unit designation (default is user's unit). The user can specify FROM and TO dates to display only the closed cases that fall on and between the specified dates. MIPL serves as an index for these closed cases. It displays up to fifty (50) log entries along with the message "KEY SEL,1,2... FOR MIAR(S)" in the Response Slot. The user selects the desired entries and presses SEND. If there are more

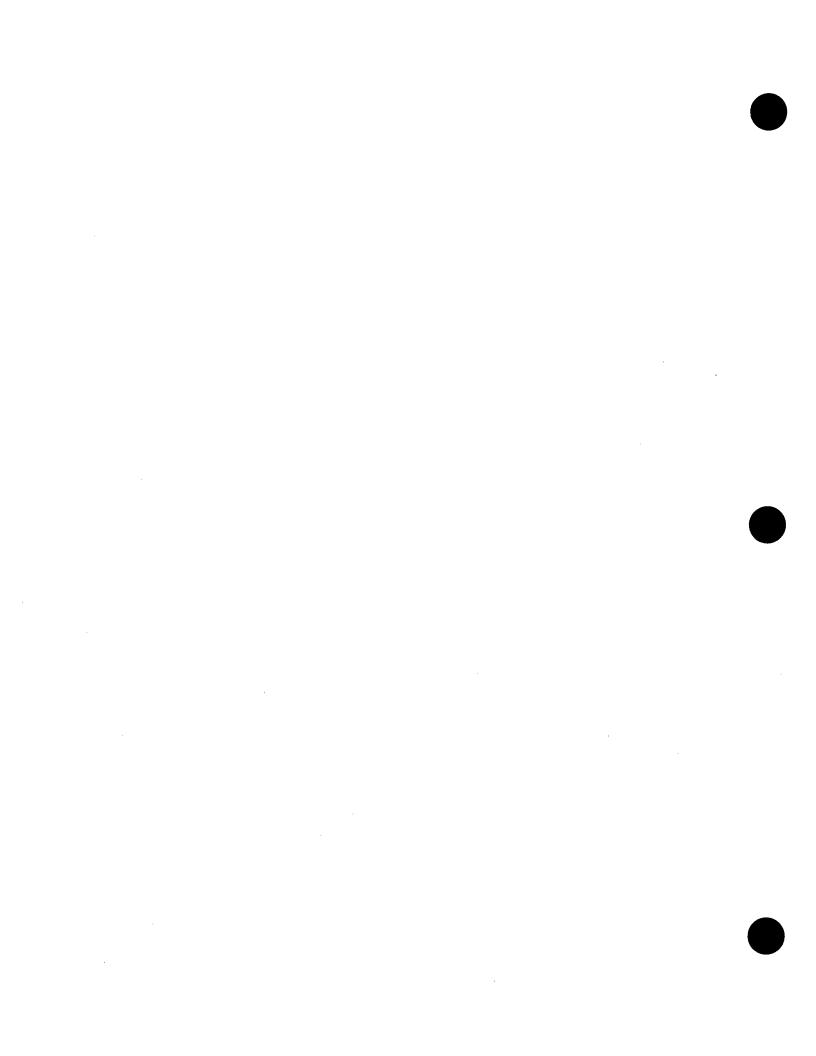
5.D.3.a. (Cont'd)

entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, SEND a blank to bring up the first selection on the queue or enter MORE to see the next page of log entries. If only one page of entries exists, the user may make more selections or press SEND twice to bring up the first selection on the queue.

Please Note: To see a more in-depth discussion of how SELECTions and the MORE command function together, please see Section 1.D in this guide.

b. Special Processing. None.

```
COMMAND /_
                                     RESPONSE/KEY "SEL,1,2,..." FOR MIAR(S)
                          MARINE INSPECTION PORT LOG
MIPL
                                                                        24AUG86
UNIT/ BCL
               TOTAL CLOSED CASES/ 116
                                                          INSP
      CASE
                                                                    INSP
                                                                            OUT
                          SUBJECT NAME
                                                VIN/FIN
                                                          DATE
                                                                    TYPE
SEL
      NUMBER
                                                                            REQ
  1 MI86000127 HOLLYWOOD CHEM DAVE
                                                All89222 19NOV86 REINSPECTIO N
                                                CG000135 31DEC86 OTHER
  2 MI86000135 HOLLYWOOD CHEM JIM
                                                                 REINSPECTIO
  3 MI86000126 DAISY MAE
                                                A1189222 20NOV86 HULL EXAM
                                                All89222 29AUG86 CERTIFICATI
  4 MI86000053 SILLY DRIFTER
                                                CG000143 13JAN86 REINSPECTIO
  5 VI86000003 POC UPDATED
  6 MI86000118 FREE AND CLEAR
                                               A1189222 17NOV86 OTHER
  7 V185000071 WINGED VICTORY II
                                               CG000091 03NOV85 SPECIAL
```



# E. Marine Inspection List for Fleet of Responsibility -- MIFR.

- 1. MIFR Purpose and Description.
  - a. Displays vessels whose most recent inspection for certification was filed by the specified unit.
  - b. Figure 5-4 shows MIFR as it appears on the terminal.

#### 2. Accessing MIFR.

- a. Menu. MIFR is normally accessed through MIEI.
- b. Free-Form. MIFR can be accessed through free-form with:
  - -MIFR, <E, U, or R>, UNIT= <unit or port code>

#### where:

E = entry mode
U = update mode
R = retrieval mode
UNIT = unit or port code

#### EXAMPLE:

#### -MIFR, R, UNIT=PATMS

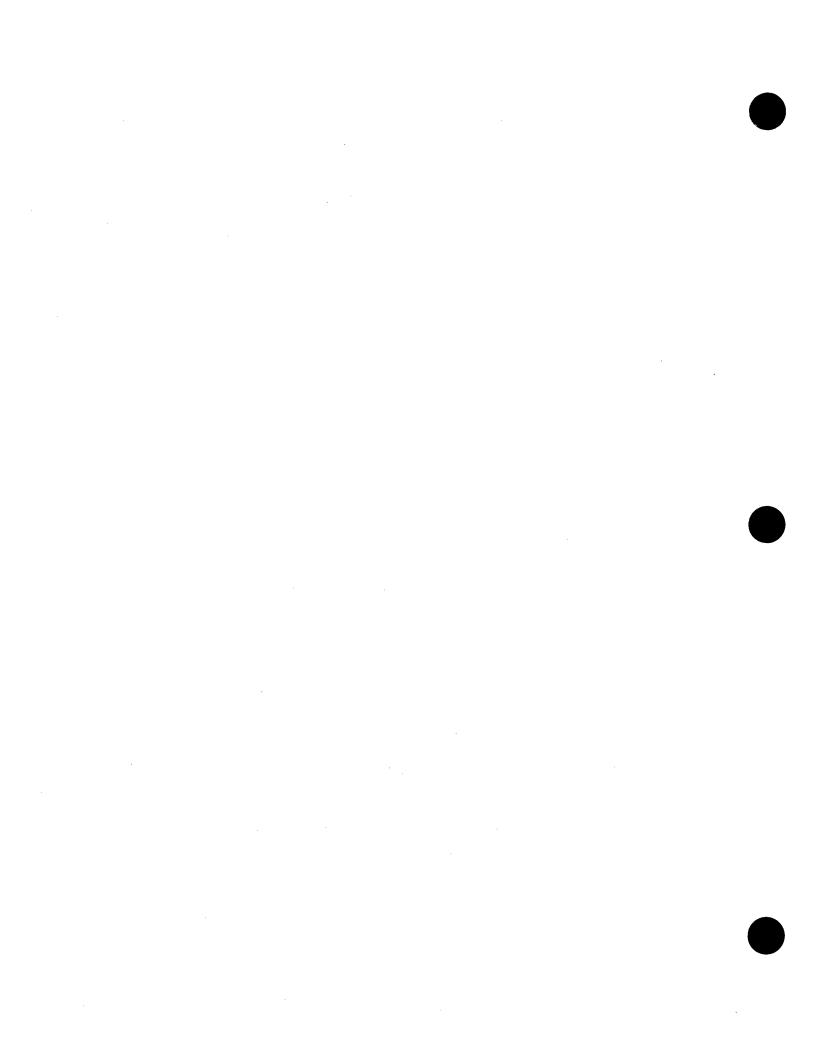
- c. Selection from Other Products. MIFR is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

#### 3. MIFR Data Entry Requirements and Explanation.

- with a unit designator (default is user's unit).

  MSIS responds with a list of vessels whose most recent inspection for certification was filed by the designated unit. The first screen image for MIFR displays the first fifty (50) entries along with the message "KEY MORE FOR NEXT PAGE" in the Response Slot. The user enters MORE in the Command Slot and presses SEND to view the next page of entries.
- b. Special Processing. None.



COMMAND / MARINE	RESPONSE/MIEI NEXT ON QUEUE INSPECTION LIST FOR FLEET OF RESPONSIBILITY	17DEC87
PORT/ CHAMS  ITEMVESSEL  1. COVE EXPLORER  2. SPECIAL K  3. CERES  4. FLYING EAGLE	NUMBER OF VESSELS/ 4  NAME	DATE CERT ISSUED 18SEP83 23JUN85 01DEC85 02JAN86

# F. Marine Inspection List of Overdue Inspections -- MIOI.

- 1. MIOI Purpose and Description.
  - a. Displays information about vessels and platforms attached to a given unit that have overdue inspections.
  - b. Displays all overdue periodic inspections for a unit except for deactivated vessels and vessels for which the next due date on MISF is blank.
  - c. Figure 5-5 shows MIOI as it appears on the terminal.

# 2. Accessing MIOI.

- a. Menu. MIOI is normally accessed through MIEI.
- b. Free-Form. MIOI can be accessed through free-form with a unit or port code as follows:

-MIOI, <E, U, or R>, UNIT= <unit or port code>

where:

E = entry mode
U = update mode
R = retrieval mode
UNIT = unit or port code

Please Note: The mode has no meaning when requesting
MIOI.

**EXAMPLE:** 

#### -MIOI, R, UNIT=PATMS

- c. Selection From Other Products. MIOI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

- 3. MIOI Data Entry Requirements and Explanation.
  - a. General Processing. MIOI is entered through MIEI with a unit designation (default is user's unit) and FROM-TO dates, if desired. A list of overdue inspections and some marine information, including Name, VIN or FIN, Due Date, the Type of Inspection and the Certificate Status, is presented for the designated

- 5.F.3.a. unit. The first screen image for MIOI displays the (Cont'd) first fifty (50) log entries along with the message "KEY MORE FOR NEXT PAGE" in the Response Slot. The user enters MORE in the Command Slot and presses SEND to view the next page of entries.
  - b. Special Processing. None.

COMMAND /	MARINE INSPEC		PONSE/KEY " OVERDUE INS	MORE" FOR NEXT PECTIONS	PAGE Ø3DEC87
PORT/ ANCMS	NUMBER OF I	NSPECTIONS OV	ERDUE/ 18		
ITEM  1 MICHELLE 2 CERES 3 COVE LIBE 4 PUDDLE JU 5 DOVE	RTY	70000 70000 70000	004 14JAN87 004 14MAY87 003 13JUN87 213 01AUG87	CERTIFICATION	SENT VILON SENT VILON SENT VILON

#### CHAPTER 6. SUBCHAPTER Q EQUIPMENT

A. General. This group consists of five products which provide current information on approved marine equipment to Coast Guard field personnel. Marine Inspection Approved Equipment (MIAE) is used to record data (such as approval holder, descriptions and remarks) about a particular piece of approved marine equipment. Marine Inspection Class Description (MICD) is used to enter general text for an equipment class which is then mapped to new MIAEs to provide a standard wording for that class. Both Marine Inspection Equipment Classes (MIEC) and Marine Inspection Equipment List (MIEL) are logs that provide a way to locate class numbers and Subchapter Q Numbers, respectively. Finally, Marine Inspection Certificate of Approval (MICOA) allows the printing of the Certificate of Approval on official U.S. Coast Guard forms.

The Subchapter Q Equipment products use two identification numbers: the Subchapter Q number (QNUM) and the Subchapter Q Class number (QCLASS). The correct form of these numbers must be used to successfully access these products.

QNUM is a number that may be 12, 14, 15, or 17 characters long, depending on whether the number refers to a primary label or private label supplier. The following are acceptable formats for QNUM, with "x" being equal to a digit and "A" being the private label identifier:

xxx.xxx/xxxx Primary label supplier
xxx.xxx/xxxx/xx
Primary label supplier with mod
xxx.xxx/Axxxx
Private label supplier
xxx.xxx/Axxxx/xx
Private label supplier with mod

For example, 161.033/B0223/02 and 161.045/0022 are both valid QNUMs. QNUMs must be one of the acceptable lengths and must contain the period and slashes in the correct locations. The QNUM must also contain any zeros that would normally appear in the number. It is common for a Subchapter Q number to be written, in longhand, by an MSIS user with less than the twelve (12) to seventeen (17) characters, if the second or third portion of the Subchapter Q number contains zeros left of the digits in each section. For example, if the complete Subchapter Q number is "161.045/0022", a user often writes the number as "161.45/22". These "shorthand" QNUMs can not be used with MSIS.

QCLASS is the first seven (7) characters of a Subchapter Q number, including six (6) digits and a period. For example, 161.043 is a valid QCLASS. Like the QNUM, QCLASS must contain the correct number of digits, a period and any zeros that would normally appear in the number.

### B. Marine Inspection Approved Equipment -- MIAE.

# 1. MIAE Purpose and Description.

- a. Allows the recording of data concerning a particular piece of approved marine equipment.
- b. Generates an expiration notice to the originating port 30 days prior to expiration via the Port File Morning Report (PFMR).
- c. Generates new private label MIAEs from the primary label MIAE.
- d. Provides base information for the Marine Inspection Equipment List (MIEL) and the Party Name Equipment Association (PNEA).
- e. Maps data to the Certificate of Approval MICOA.
- f. Figure 6-1 shows the data definitions for MIAE. See Table 6-1 for the code values and Enclosure (1) for the abbreviation meanings.
- g. The use of this product is illustrated in the following example sequence entitled: Entering Approved Equipment Data.

### 2. Accessing MIAE.

- a. Menu. MIAE is normally accessed through MIEI.
- b. Free-From. MIAE can be accessed through free-from with a Subchapter Q Number as follows:

# -MIAE, <E, U, or R>, QNUM= <subchapter Q number>

### where:

E = entry mode

U = update mode

R = retrieval mode

QNUM = subchapter Q number; must be the correct length with the period and slashes in the correct locations. QNUM must include any zeros that would normally appear in the Subchapter Q number.

#### **EXAMPLE:**

### -MIAE, U, QNUM=161.218/0022

c. Selection From Other Products. MIAE may be accessed from MIEL.

### 6.B.3. d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2

# 3. MIAE Data Entry Requirements and Explanation.

General Processing. MIAE is accessed in E(ntry) mode through MIEI using a QNUM. MSIS responds with the MIAE screen image displaying the data entered in MICD, Marine Inspection Class Description, for that particular class. (If an MICD does not exist, the user receives the message "QCLASS MUST BE FILED FIRST".) The user may then accept or revise these default paragraphs as necessary. The user may also enter private label IPNs on MIAE. Once the MIAE is sent, an individual MIAE with the primary MIAE data as the default is generated for each of the IPNs entered as private label suppliers. MSIS automatically fills the Current Status slot with "PENDING" when these MIAEs are generated. The user may change this to "APPROVED" when the suppliers have been granted approval.

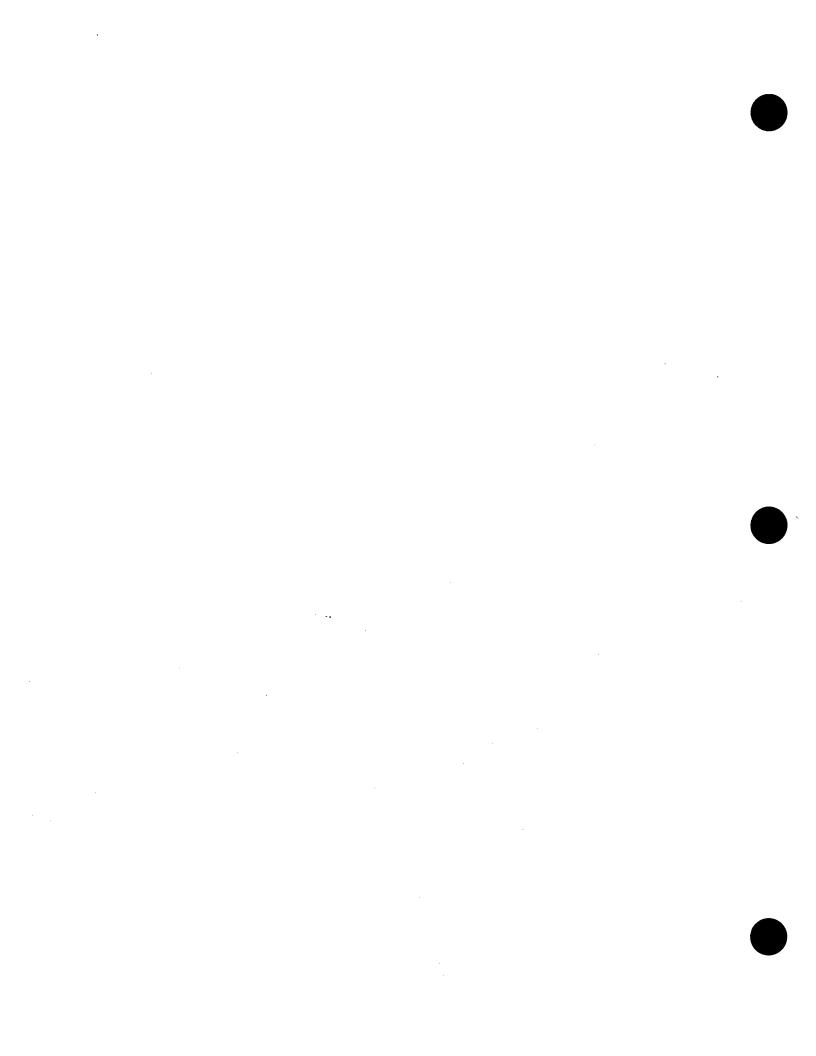
In **U(pdate)** mode, MSIS provides three additional lines for private label suppliers and allows the user to change or delete the primary and private label supplier information. Private label supplier information must be updated or deleted on the private label MIAE screen. The primary supplier information must be changed on the primary's MIAE screen, and a primary supplier can not be deleted if any private label suppliers are still linked to that primary supplier. To delete an MIAE, place an "X" in the DELETE QNUM slot and press SEND. Changes to any supplier's name or address must be made using PNID.

MIAE generates an expiration notice on the Port File Morning Report (PFMR) to the originating unit thirty (30) days prior to the expiration of approval for either a primary or private label supplier. If no action is taken by the originating unit to update the expiration date, the Current Status slot is set to "EXPIRED" and "EXPIRED" is also mapped to any private label suppliers linked to that private supplier. A second morning report notice is generated to the originating unit stating that approval for the Subchapter Q number is expired. MSIS also moves the primary supplier and any associated private suppliers to the history sections of Marine Inspection Equipment List (MIEL) and Party Name Equipment Association (PNEA).

6.B.3.a. (Cont'd)

Please Note: The approval status for a private supplier can equal but not exceed the status of the primary supplier at any time. The priority of approval status, highest to lowest, is: APPROVED, PENDING, EXPIRED, FORMER-MAY USE and FORMER-DO NOT USE. Also, the approval effective date on any MIAE must be older than the expiration date. Additionally, the expiration date for the private label supplier can not exceed the primary supplier's expiration date; that is, the private supplier can not expire after the primary supplier.

b. Special Processing. None.



OMMAND / RESPONSE/PLS ENTER YOUR RESPONSE HARINE INSPECTION APPROVED EQUIPMENT Ø3JUN	87
NUM/ 160.066/0004 MODIFICATION/ I LASS DESCRIPTION/ RED AERIAL PYROTECHNIC FLARE PTIONAL SUB HEADING/	
APPROVAL HOLDER	
IPN/ IPN* NAME/ CURRENT STATUS/ EFFECTIVE/ CD* EXPIRATION/ CD*	
SHORT DESCRIPTION NARR	-
LONG DESCRIPTION	
	- - -
	- -
IDENTIFYING DATA	<u>-</u>
SHORT REMARKS	<u>-</u>
LONG REMARKS	_
	<u>-</u> -
	<u>-</u> -
SUPERSESSION DATA NARR	<del>-</del>
SEL QNUM IPN NAME STATUS  1 @ IPN 2 3	-
DELETE QNUM/ X**	

- \* Field must be filled in on initial entry.
- \*\* Field is only available in update mode.
  - @ Field may contain any letter.

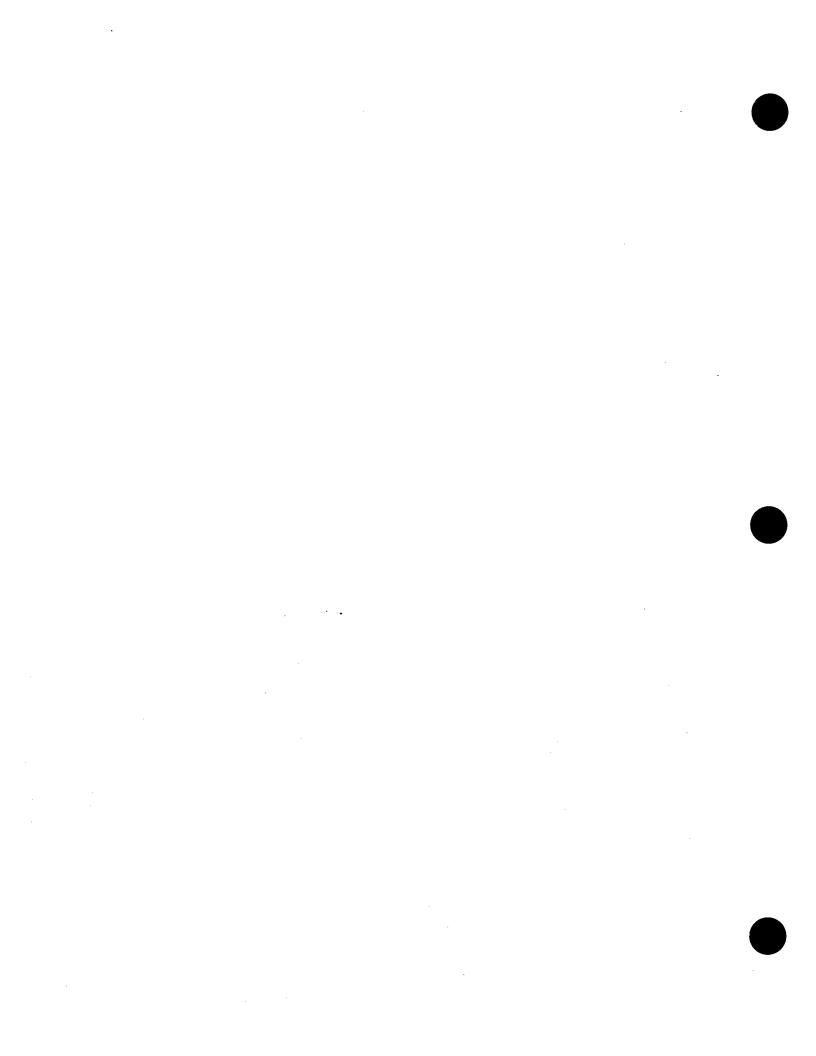
### FIGURE 6-1. DATA DEFINITIONS FOR MIAE

. · · · · · 2

# TABLE 6-1. CODE VALUES FOR MIAE

### (1) CURRENT STATUS

MAP
APPROVED
PENDING
EXPIRED
FORMER-MAY USE
FORMER-DO NOT USE



# MIAE / Entry / Entering Approved Equipment Data

### STEP 1

- Enter the desired QNUM Number
- SEL,82
- SEND

COMMAND / <u>SEL,82</u> MIEI	MARIN	E INS	PECTION	ENTRY INDEX		03.	JUN87
CASE/	VIN/		NAN	1E/			
	FIN/		NAN	1E/			
LOG CRITERIA:	QNUM / 160.0	66/00	84 QC1	ASS/, —·—	20224		
LOG CRITERIA:	FROM (SINCE) /		то.	/	PORT/		
		MO	DE			MOI	DE
REPORT ACT	TVITY	ENTRY	RTRV	LOGS		ENTRY	RTRV
SCHEDULER			11		SPECT(MIS		71
ACTIVITY REPORT.		2	12	STATUS AT PO	RT(MISE	) 62	
DEFICIENCY REPOR		3	13	PORT LOG	(MIPO	,) *	
DEFICIENCY FOLL		4	14	COI FLEET	(MIFF	2) *	74
COI AMENDMENT		5	15	PLATFORM LIS	T(PFPI	.) <b>"</b>	/5
SPECIAL NOTE			16	OVERDUE INST	PECT(MIO)	*	76
INSPECTION	STATUS			SUBCHA	APTER O		
SUMMARY		*			PTION(MICI	) 81	91
DETAILS			32	APPROVED EQU	JIPMENT(MIA	E) 82	92
CRITICAL PROFIL			33	CERT OF APPE	ROVAL(MIC	)A) *	93
PRE-INSPECTION			34	EQUIPMENT C	LASS(MIE		94
• • • • • • • • • • • • • • • • • • • •	,	•		EQUIPMENT L	(ST(MIE	٠) •	95
ADMINIST	RATION						
FIELD INFORMATIO	ON(MIFI)	41	51				

### STEP 2

MSIS responds
 with the approved
 equipment form.
 (Please note that
 the information
 entered for the
 equipment class
 via MICD is
 mapped to this
 form. The user
 may change this
 information as
 appropriate.)

SEL ONUM I	SUPERSESSION DATA PRIVATE LABEL SUPPLIERS STATUS
DRAWING AN 4	397-1-1 DATED 23 JUN 1986.
	LONG REMARKS HING SP-4383-1-1, REVISION A DATED 29 AUGUST 1986, AND LABEL
TESTS AND IN	SPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN. LEST SUMMARY PURSUANT TO 46CFR189.888-11 DUE ANNUALLY IN AUGUST.
	IDENTIFYING DATA
	LONG DESCRIPTION
	SHORT DESCRIPTION METEOR PLASE CARTRIDGE, 6 SECOND BURN
PH	HAME/ EFFECTIVE/ EXPIRATION/
LASS DESCRIPT	ION/ RED AERIAL PYROTECHNIC FLARE LADING/ DISTRESS SIGNAL FOR BOATS APPROVAL HOLDER
NUM	RESPONSE/PLS ENTER YOUR RESPONSE HARINE INSPECTION APPROVED EQUIPMENT #330087
GRAMMO	RESPONSE/PLS ENTER YOUR RESPONSE

- The user enters the supplier information, including effective and expiration dates
- SEND

# STEP 4

- MSIS responds
   with the
   completed
   form. Please
   note that the
   suppliers' names
   are filled in
   and presented
   for the user's
   review.
- SEND

COMMAND /_	RESPONSE/PLS ENTER YOUR RESPONSE MARINE INSPECTION APPROVED EQUIPMENT 33JUNE
QNUM	/ 168.866/8984 MODIFICATION/ 9 RIPTION/ RED AERIAL PYROTECHNIC FLARE UB HEADING/ DISTRESS SIGNAL FOR BOATS
OPTIONAL S	APPROVAL HOLDER
IPN	ATUS EXPIRED NAME/
	SHORT DESCRIPTION RED METEOR FLARE CARTRIDGE, 6 SECOND BURN
	LONG DESCRIPTION
	IDENTIFYING DATA
TESTS	SHORT REMARKS LIND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS. TH LION TEST SUMMARY PURSUANT TO 46CFR159.389-11 DUE ANNUALLY IN AUGUST
	LONG REMARKS LONG REMARKS LONG REMARKS LONG REMARKS
DRAW IN	Y DRAWING BY-303-1-1 DATED 23 JUM 1988.
	SUPERSESSION DATA

	RESPONSE/PLS ENTE	R ZOUR RESPONSE
MARIN - GRAMM	E INSPECTION APPROVED EQUIPMENT	*:5546
	#66/9864 MODIFICATION/ 8	
TIONAL SON HEADING	APPROVAL HOLDER	
M/ [PS6866828 PRRENT STATUS/ EXPIRED	NAME / RILGORE CORPORATION EFFECTIVE / 82MARS) EXP	IRATION/ 92MAR86
	SHORT DESCRIPTION	
12 GAUGE RED HETEOR PLAN	RE CARTRIDGE, 6 SECOND BURN	
	LONG DESCRIPTION	
	IDENTIFYING DATA	
TESTS AND INSPECTIONS C	SHORT REMARKS CONDUCTED BY PITTSBURGH TEST LAB PURSUANT TO 46CPR159.886-11 DU	ORATORY, MEMPHIS, TH. E ANNUALLY IN AUGUST.
ASSEMBLY DRAWING BP-43	13-1-1, REVISION A DATED 29 AUGU TED 23 JUN 1989.	
DRAWING AN 4197-1-1 DAY		
	SUPERSESSION DATA	
	PRIVATE LABEL SUPPLIERS	STATUS
SEL ONUM IPH		CARIGED CARIGES
	LITH & WESSON CHEMICAL CO., INC. LISTOL FLARE CORP.	EXPIRED
3 C Ibaennary av		

 MSIS responds with a confirmation message

COMMAND /		INSPECTION	_ RESPONS _APPROVED	E/MIEI NEXT EQUIPMENT	ON QUEUE	Ø3JUN87
PROD COMPLETED	SUCCESSFULLY					
						•

· •

### C. Marine Inspection Class Description -- MICD.

### 1. MICD Purpose and Description.

- a. Allows the entry of general text data for a class of Subchapter Q equipment.
- b. Maps the general text to each newly-created MIAE, providing standard wording for that particular class of approved equipment.
- c. Figure 6-2 shows the data definitions for MICD. See Enclosure (1) for the abbreviation meanings.
- d. The use of MICD is illustrated in the following example sequence entitled: Entering a Class Description.

### 2. Accessing MICD.

- a. Menu. MICD is normally accessed through MIEI.
- b. Free-Form. MICD can be accessed through free-form with a Subchapter Q class number as follows:

-MICD, <E, U, or R>,QCLASS=<subchapter Q class number>

#### where:

E = entry mode

U = update mode

R = retrieval mode

QCLASS = subchapter Q class number: the first six digits of a Subchapter Q number. It <u>must</u> include the period and any zeros that would normally appear in the number.

#### **EXAMPLE:**

#### -MICD,U,QCLASS=161.122

- c. <u>Selection From Other Products</u>. MICD is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2

# 3. MICD Data Entry Requirements and Explanation.

a. General Processing. In **E(ntry)** mode, MICD is accessed through MIEI using a QCLASS number. MICD responds with a form containing heading information and five blank narrative paragraphs. The user enters

6.C.3.a. (Cont'd)

general text in these paragraphs to provide standard wording for this particular class of approved equipment. Once this text has been sent it will be displayed both on MICD and on any subsequently generated MIAEs. Only personnel with designated G-MVI-3 passwords can enter this information on MICD.

In **U(pdate)** mode, any of the text paragraphs may be changed or have text added to them. An MICD may be deleted only when all MIAEs linked to a particular class have been removed from MSIS. An MICD is deleted by placing an "X" in the Delete Class slot and pressing **SEND**.

MICD may be accessed in R(etrieval) mode to view the descriptive information currently available for a particular class of Subchapter Q approved equipment.

b. Special Processing. None.

COMMAND / MARINE	RESPONSE/PLS ENTER YOUR RESPONSE INSPECTION SUBCHAPTER Q CLASS DESCRIPTION 16SEP86
QCLASS/ CLASS DESCRIPTION/ OPTIONAL SUB HEADING/	I I LIT*
NARR	SHORT DESCRIPTION
NARR	LONG DESCRIPTION
NARR	IDENTIFYING DATA
NARR	SHORT REMARKS
NARR	LONG REMARKS
DELETE CLASS/ X**	

- \* Field must be filled in on initial entry.
- \*\* Field is only available in update mode when no QNUMs or MIAEs are attached to the class number.

		·		(	
	·				
				(	
			·		
		·		(	

# MICD / Entry / Entering a Class Description

### STEP 1

- Enter the desired QCLASS Number
- SEL,81
- SEND

COMMAND /SEL.81	MARTIE	TNC	TON	ESPONSE/PLS EN ENTRY INDEX	TER YOUR RESP	ONSE 169	SEP8
MIEI	MARINE	INSE	PECTION	ENTRI INDEX		100	
CASE/	VIN/ FIN/	_	NAM	IE/			
	FIN/	_	NAM	IE/			
			QC I	ASS/ 160.066	2025		
LOG CRITERIA:	FROM (SINCE) / _		то.	/	PORT/	_	
		MODE	F			MODI	E
REPORT ACTI			-	1.0GS		ENTRY	RTR
SCHEDULER	VIII (MISF)	1	11				71
ACTIVITY REPORT.	(MTAR)	5	12	STATUS AT POR			72
DEFICIENCY REPORT			13				73
DEFICIENCY FOLLOW				COI FLEET			74
COI AMENDMENT				PLATFORM LIST			75
SPECIAL NOTE			16	OVERDUE INSPE			76
INSPECTION	STATUS			SUBCHAF			
SUMMARY	(MISS)	*	31	CLASS DESCRIE	TION(MICD	) 81	91
DETAILS	(MISD)	22	32	APPROVED EQUI	PMENT (MIAE	82	92
CRITICAL PROFILE.		*	3 3				93
PRE-INSPECTION PA		*.	3 4	EQUIPMENT CLA	SS(MIEC		94 95
ADMINISTR	ATION			24011112111 210			
FIELD INFORMATION		41	51				

### STEP 2 .

- MSIS responds with the class description form
- The user fills in the desired information
- SEND

DMMAND /		RESPONSE/PLS ENTER YOUR R INSPECTION SUBCHAPTER Q CLASS DESCRIPTION	ESPONSE
ICD	MARINE	INSPECTION SUBCHAPTER Q CLASS DESCRIPTION	16SEP8
25 8 5 5	/	160 066	
		RED AERIAL PYROTECHNIC FLARE	
		DISTRESS SIGNAL FOR BOATS	
		_	
		SHORT DESCRIPTION	
12 GAUGE	RED METEOR	FLARE CARTRIDGE, 6 SECOND BURN	
		LONG DESCRIPTION	
			•
	<u>.</u>		
		IDENTIFYING DATA	
		SHORT REMARKS	
		NS CONDUCTED BY PITTSBURGH TEST LABORATORY,	
PRODUCTIO	N TEST SUM	MARY PURSUANT TO 46CFR159.000-11 DUE ANNUALL	Y IN AUGUST.
		LONG DEMARKS	
1.00 PMD 1.V	DRAWING DO	LONG REMARKS4383-1-1, REVISION A DATED 29 AUGUST 1986,	AND LABEL
DDAWING A	N 4397-1-1	DATED 23 JUN 1980.	
DRAWING A	1377-1-1	DATED 23 000 1700	

 MSIS responds with a confirmation message

COMMAND /	RESPONSE/MIEI NEXT O MARINE INSPECTION SUBCHAPTER Q CLASS DESCRIPTI	
PROD COMPLETED	SUCCESSFULLY	

### STEP 4

- The user goes on and selects the approved equipment product, MIAE
- SEND

COMMAND /SEL,82						R YOUR			
MIEI	MARINE	INSPEC	TION ENT	RY IND	DEX			16	SEP8
CASE/	VIN/		NAME/						
CASE/	FIN/	<del></del>	NAME/						
LOG CRITERIA:	ONUM / 160.06	6/0004	_ QCLASS/	<b></b> :-		PORT/			
LUG CRITERIA:	FROM (SINCE)/		- 10/			PUR 17		-	
	-	- MODE						MO	
REPORT ACT SCHEDULER ACTIVITY REPORT.	IVITY E	NTRY RI	RV	L	.ogs	_		ENTRY	RTRV
SCHEDULER	(MISF)	1 1	1 SCH	EDULED	INSPE	CT	(MISI)	61	71
ACTIVITY REPORT.	(MIAR)	2 1	2 STA	TUS AT	PORT.		(MISP)	62	72
DEFICIENCY REPOR	T(MIDR)	3 1	3 POR	T LOG.			(MIPL)	*	73
DEFICIENCY FOLLO	W-UP (MIDE)	4 1	4 COI	FLEET			(MIFR)	*	74
COI AMENDMENT	(MICA)	5 1	5 PLA	TFORM	LIST		(PFPL)	•	75
SPECIAL NOTE			6 OVE						
INSPECTION	STATUS		_	SUB	CHAPTE	R O	_		
SUMMARY	(MISS)	* 3	1 CLA	SS DES	CRIPTI	ON	(MICD)	81	91
DETAILS	(MISD)	22 3	2 APP	ROVED	EOU I PM	ENT	(MIAE)	82	92
CRITICAL PROFILE									
PRE-INSPECTION P									94
	, ,	•							95
ADMINISTR	ATION								
FIELD INFORMATIO		41 5	1					4	

MSIS responds with the approved equipment form. Please note that the information just entered for the equipment class is mapped to this form.

TOMMAND / RESPONSE/PLS ENTER YOUR RESPONSE THAE HARINE INSPECTION APPROVED EQUIPMENT 1652986
ONUM/ 168.866/8984 MODIFICATION/ 7 CLASS DESCRIPTION/ RED ARRIAL PYROTECHNIC FLARE OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS
APPROVAL HOLDER
CORRENT STATUS/ EXPECTIVE/ EXPIRATION/
12 GAOGE RED METEOR PLARE CARTRIDGE, 6 SECOND BURN
LONG DESCRIPTION
IDENTIFYING DATA
TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TH. PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.898-11 DUE ANNUALLY IN AUGUST.
ASSEMBLY DRAWING BP-4183-1-1, REVISION A DATED 29 AUGUST 1998, AND LABEL
ASSEMBLY DRAWING 89-4383-1-1, REVISION A DATE OF THE DRAWING AN 4397-1-1 DATED 23 JUN 1988.
SUPERSESSION DATA
PRIVATE LABEL SUPPLIERS STATUS SEL ONUM IPH NAME
·

### STEP 6

- The user enters the supplier information, including effective and expiration dates
- SEND

COMMAND	MARINE	PESTION APPRO	ONSE PLS ENTE	R YOUR RESPONSE 165E
ONUM	/ 168.36	6/8884 MODIF RIAL PYROTECHNI SS SIGNAL FOR B	CATION/ 3	
.,		APPROVAL HOL		
IPH	/ TPECOGOS28	NAME/ EFFECTIV	E/ <u>G2MARB1</u> EXP	IRATION/ #2MAR86
12 GAUGE RE	METEOR FLARE	- SHORT DESCRIP CARTRIDGE, 6 SE	TION COND BURN	
		- LONG DESCRIPT	ION	-
	, <u>-</u> -	- IDENTIFYING	ATA	
TESTS AND	INSPECTIONS CON TEST SUMMARY P	SHORT REMAI DUCTED BY PITTS URSUANT TO 46CF		ORATORY, MEMPHIS, T E ANNUALLY IN AUGUS
ACCEMBLY D	PANTEC 89-4383-		KS Dated 29 Augu	ST 1998, AND LABEL
		SUPERSESSION	DATA	
			MADE LERS	
	: PN	PRIVATE LABEL !	OFFICIENS	STATUS

COMMAND / MIAE	MAR-INE	R INSPECTION AP	ESPONSE/PLS E PROVED EQUIPM	NTER YOUR ENT	RESPONSE 16SEP8
CLASS DESCRI	PTION/ RED AER HEADING/ DISTRE	RIAL PYROTECH	NIC FLARE		
		APPROVAL H	OLDER		
	/ 1P86000028   US/ EXPIRED		CORPORATION IVE/ Ø2MAR81	EXPIRATION	/ Ø2MAR86
12 GAUGE R	ED METEOR FLARE	- SHORT DESCR CARTRIDGE, 6	IPTION SECOND BURN	· · · · · · · · · · · · · · · · · · ·	
		- LONG DESCRI	PTION		
		- IDENTIFYING	DATA		
	INSPECTIONS CONDU		SBURGH TEST L		
ASSEMBLY D	RAWING BP-4383-1- 4397-1-1 DATED 3	LONG REMA -1, REVISION . 23 JUN 1980.	A DATED 29 AU	GUST 1980,	AND LABEL
		- SUPERSESSIO	N DATA		
2 B IP	PF IPN 86000011 KILGORI 86000012 SMITH 8	NAME CORP. WESSON CHEM	SUPPLIERS	EXPIR	ED

STEP 7

MSIS responds

with the completed form. Please note that the suppliers' names are filled in and presented for the user's review

SEND

 MSIS responds with a confirmation message

COMMAND /	MARINE	INSPECTION	RESPONSE/MIEI APPROVED EQUIPM	ON QUEUE	16SEP86
PROD COMPLETED	SUCCESSFULLY				

### D. Marine Inspection Equipment Classes -- MIEC.

### 1. MIEC Purpose and Description.

- a. Permits the user to locate a Subchapter Q class number given a particular class description.
- b. Provides a current list of established Subchapter Q classes.
- c. May be used to select a list (MIEL) of all current and formerly approved Subchapter Q numbers associated with a class.
- d. Receives an entry when a Marine Inspection Class Description (MICD) is completed.
- e. Figure 6-3 shows MIEC as it appears on the terminal.
- f. The use of this product is illustrated in the following example sequence entitled: Retrieval of a Subchapter Q Number.

### 2. Accessing MIEC.

- a. Menu. MIEC is normally accessed through MIEI.
- b. Free-Form. MIEC can be accessed through free-form with just the product code as follows:

-MIEC, <E, U, or R>

#### where:

E = entry mode
U = update mode

R = retrieval mode

#### **EXAMPLE:**

#### -MIEC,R

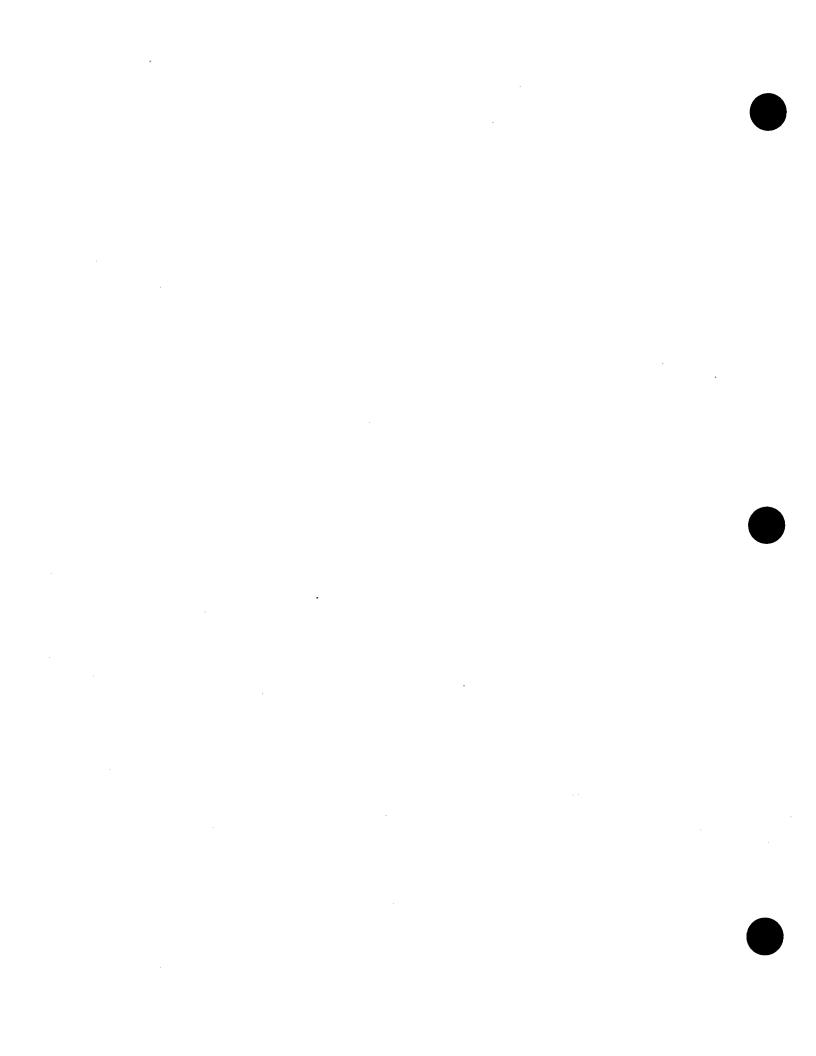
- from other products; however, MIEC is not accessed from other products; however, MIEC "pushes" itself back on the queue following selections made by the user. After all selections are completed, MIEC will be next on queue. To remove MIEC from the queue, enter SKIP in the Command Slot and press SEND.
- d. Product Use Authority Levels.

Retrieval - 1

### 6.D.3. MIEC Data Entry Requirements and Explanation.

- a. General Processing. MIEC is retrieved through MIEI, with no required identifiers. MSIS responds with a list of Subchapter Q classes, each entry containing a SEL KEY, a Q Class Number and a Class Description. The user may select one or more entries from the list and then proceed to MIEL (Marine Inspection Equipment List) for a list of current MIAEs associated with the desired class(es). MIEC may be accessed in any mode; however, if a user with an MIEC password authority of 2 or higher free-forms to MIEC in either E(ntry) or U(pdate) mode, U(pdate) mode is carried over to any selected MIELs and MIAEs, provided the login port code is the same as the initiating port code for that MIAE.
- b. Special Processing. None.

```
RESPONSE/KEY "SEL,1,2,..." FOR MIEL(S)
COMMAND /_
                                                                            16SEP86
                      MARINE INSPECTION EQUIPMENT CLASSES
MIEC
                          DEFINED CLASSES OF EQUIPMENT
          CLASS
  SEL
                             CLASS DESCRIPTION
         Q-NUMBER
  KEY
         160.015 LIFEBOAT WINCHES
                  MARINE SANITATION DEVICES (MSD), TYPE, I, II, & II
    1.
         159.015
    2.
                   MARINE SANITATION DEVICES (MSD)
         159.150
                   PORTABLE DRYDOCK
         154.230
                   LIFESAVING EQUIPMENT
    5.
         160.000
                  LIFE PRESERVERS, GENERAL
          160.001
    6.
          160.002 LIFE PRESERVERS,
    7.
                  LIFE PRESERVERS, FIBROUS GLASS, ADULT & CHILD
          160.005
    8.
                  BUOYANT APPARATUS
          160.010
    9.
                   GAS MASKS, SCBA, SUPPLIED-AIR RESPIRATORS
          160.011
   10.
                   HATCHETS - LIFEBOATS & LIFERAFTS
          160.013
   11.
                   LIFEBOAT WINCHES
          160.015
   12.
                   SAFETY LAMPS, FLAME
          160.016
   13.
          160.017
                   CHAIN LADDER
    14.
                  LIFE RAFTS FOR MERCHANT VESSELS
          160.018
    15.
                   HAND RED FLARE DISTRESS SIGNALS
          160.021
    16.
                   MARINE BUOYANT DEVICES
          160.064
    17.
                   RED AERIAL PYROTECHNIC FLARE
          160.066
    18.
                  FIRE PROTECTIVE SYSTEMS
    19.
          161.002
                  ELECTRIC WATER LIGHT, FLOATING
          161.010
    20.
                   SAFETY VALVES (AUXILIARY BOILERS)
          162.002
    21.
                  PILOT HOISTS
          162.003
    22.
          162.003 NEW PILOT HOIST
    23.
          163.002 PILOT HOISTS
164.018 RETROREFLECTIVE MATERIAL
    24.
    25.
```



### MIEC / Retrieval / Retrieval of a Subchapter Q Number

#### STEP 1

- SEL,94
- SEND

COMMAND /SEL,94 MIEI MARI	NE INSI		RESPONSE/PLS ENTER YOUR RESPON N ENTRY INDEX		SEP8
CASE/ VIN/ FIN/ QNUM /		NA	ME/		
PIN/	<del></del>	NA NA	LASS/		
LOG CRITERIA: FROM (SINCE)	<del>/</del> /- <del></del>	TO	/ PORT/		
DOG CRITERIO					
	MODI	E		MOD:	
REPORT ACTIVITY	ENTRY	RTRV	LOGS E	NTRY	
SCHEDULER(MISF	) 1	11	SCHEDULED INSPECT(MISI)	61	71
ACTIVITY REPORT(MIAR			STATUS AT PORT(MISP)		72
DEFICIENCY REPORT(MIDR	) 3	13	PORT LOG(MIPL)	*	73
DEFICIENCY FOLLOW-UP(MIDE	) 4	14	COI FLEET(MIFR)	*	
COI AMENDMENT(MICA	) 5	15	PLATFORM LIST(PFPL)	*	, ,
SPECIAL NOTE(MISN		16	OVERDUE INSPECT(MIOI)	. *	76
INSPECTION STATUS			SUBCHAPTER O		
SUMMARY(MISS	٠ .	31	CLASS DESCRIPTION(MICD)	81	91
DETAILS(MISD		32		82	92
CRITICAL PROFILE(MICP	•	33			93
PRE-INSPECTION PACKAGE. (MIPI	•		EQUIPMENT CLASS(MIEC)	*	94
IND-INGIDELION INCIDIODI (IIIII	. ,	٠.	EQUIPMENT LIST(MIEL)	*	95
ADMINISTRATION					
FIELD INFORMATION(MIFI	1) 41	51			

### STEP 2

- MSIS responds
   with a list
   of QCLASS
   Numbers and
   invites the
   user to select
   the associated
   equipment
   list(s) (MIEL)
- Enter the desired selection(s)
- Press SEND three times.

  (MSIS gives the user two opportunities to select from the list.)

```
RESPONSE/KEY "SEL, 1, 2, ... " FOR MIEL (S)
COMMAND /SEL,13
                         MARINE INSPECTION EQUIPMENT CLASSES
                                                                                       165EP8(
MIEC
                              DEFINED CLASSES OF EQUIPMENT
            CLASS
  SEL
                                  CLASS DESCRIPTION
           Q-NUMBER
           160.000 LIFESAVING EQUIPMENT
     1.
                     LIFE PRESERVERS, GENERAL
           160.001
     2.
                     LIFE PRESERVERS,
     3.
           160.002
                     LIFE PRESERVERS, FIBROUS GLASS, ADULT & CHILD
           160.005
                     BUOYANT APPARATUS
           160.010
                     GAS MASKS, SCBA, SUPPLIED-AIR RESPIRATORS HATCHETS - LIFEBOATS & LIFERAFTS LIFEBOAT WINCHES
           160.011
           160.013
           160.015
           160.016
                      SAFETY LAMPS, FLAME
    10.
           160.017
                      CHAIN LADDER
                      LIFE RAFTS FOR MERCHANT VESSELS HAND RED FLARE DISTRESS SIGNALS
    12.
           160.021
                      RED AERIAL PYROTECHNIC FLARE
    13.
           160.045
                      MARINE BUOYANT DEVICES
    14.
           160.064
                      RED AERIAL PYROTECHNIC FLARE
FIRE PROTECTIVE SYSTEMS
ELECTRIC WATER LIGHT, FLOATING
    15.
           160.066
    16.
           161.002
    17.
           161.010
                      LINE THROWING APPLIANCE, SHOULDER GUN TYPE
           161.040
    18.
                      FILING A QCLASS NUMBER
    19.
           161.045
                      SAFETY VALVES (AUXILIARY BOILERS)
PILOT HOISTS
    20.
           162.002
    21.
           162.003
    22.
           162.003
                      NEW PILOT HOIST
                      PIOLT HOISTS
    23.
           163.002
           164.018
                      RETROREFLECTIVE MATERIAL
```

- MSIS responds with the desired equipment list (MIEL)
- Enter the selection(s) to retrieve the approved equipment information (MIAE) of interest
- Press SEND

QCLASS 160.04		RIPTION PYROTECHNIC E	FLARE			
2. 1	Q-NUMBER 160.045/0001 160.045/A/0001 160.045/B/0001 160.045/C/0001	IPN IP86000028 IP86000011 IP86000012	NAME KILGORE CORPORA' KILGORE CORP. SMITH & WESSON ( BRISTOL FLARE CO	TION CHEMICAL CO., INC.	EFFECT DATE 02MAR81	STA US APP PEN PEN

### STEP 4

 MSIS responds with the MIAE selected COMMAND / RESPONSE/MIEC NEXT ON QUEUE
MIAE MARINE INSPECTION APPROVED EQUIPMENT 16SEP86

QNUM........./ 160.045/A/0001 MODIFICATION/
CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE
OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS
--- APPROVAL HOLDER --
IPN....../ IP8600011 NAME/ KILGORE CORP.
CURRENT STATUS/ PENDING EFFECTIVE/ EXPIRATION/ 02MAR91

--- SHORT DESCRIPTION --12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN.

TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN. PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANUALLY IN AUGUST.

--- LONG REMARKS --ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL DRAWING A 4397-1-1 DATED 23 JUNE 1980.

# E. Marine Inspection Equipment List -- MIEL.

# MIEL Purpose and Description.

- a. Allows the user to locate current and formerly approved Subchapter Q Numbers given a particular class number.
- b. Provides a listing of currently established Subchapter Q Numbers associated with a particular class.
- c. Permits the selection of an MIAE for a particular piece of Subchapter Q approved equipment.
- d. Figure 6-4 shows MIEL as it appears on the terminal.
- e. The use of this product is illustrated in the following example sequence: Selecting an MIAE from MIEL.

### 2. Accessing MIEL.

- a. Menu. MIEL is normally accessed through MIEI.
- b. Free-Form. MIEL can be accessed through free-form with a Subchapter Q class number as follows:

-MIEL, <E, U, or R>,QCLASS=<subchapter Q class number>

#### where:

E = entry mode

U = update mode

R = retrieval mode

QCLASS = subchapter Q class number: the first six digits of a Subchapter Q number. It must include the period and any zeros that would normally appear in the number.

#### **EXAMPLE:**

### -MIEL,U,QCLASS=161.233

- c. <u>Selection From Other Products</u>. MIEL is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

### 6.E.3. MIEL Data Entry Requirements and Explanation.

General Processing. MIEL is accessed through MIEI a. with a QCLASS number. MSIS responds with list of all "members" of a QCLASS, including the Sel Key, Q Number, IPN, Name, Effect Date, and Status. MIEL displays up to fifty (50) entries along with the message "KEY SEL, 1, 2, ... FOR MIAE(S)" in the Response Slot. The user selects the desired log entries and presses SEND. If there are more entries, the Response Slot displays the message "SEND FOR SELECT(S) OR MORE". The user may make more selections, SEND a blank to bring up the first selection on the queue or enter MORE to see the next page of entries. If only one page of entries exists, the user may make more selections or press SEND twice to bring up the first selection on the queue.

MIEL also contains a list of former sources, if such sources exist. After displaying all current sources and/or all selections chosen by the user, MIEL displays the message "KEY HISTORY TO VIEW HISTORY". The user enters "HISTORY" to see a list of former sources. If there are more than fifty (50) entries, the user may enter MORE as explained above.

MIEL may be accessed in any mode; however, if a user with an MIEL password authority of 2 or higher free-forms to MIEL in either E(ntry) or U(pdate) mode, U(pdate) mode is carried over to any selected MIAEs, provided the login port code is the same as the initiating port code for that MIAE.

b. Special Processing. None.

COMMAND / _ ·	MARINE INSPECT	RESPONSE/KEY "SEL,	1,2," FOR MIAE(S) Ø3JUN87
QCLASS CLAS 160.066 RED	S DESCRIPTION AERIAL PYROTECHNIC FLAR	E	 
	LISTING OF CURR	ENT SOURCES	EFFECT STAT
2 160 066/2	BER IPN 8005/01 IP86000011 KIL A/0005/01 IP86000012 SMI B/0005/01 IP86000013 BRI	TH & MESSON CHEMICAL	DATE US 12MAY86 APP CO., INC. PEN PEN

			·
	••••		
		•	
,			

### MIEL / Entry / Selecting an MIAE From MIEL

### STEP 1

- Enter the desired QCLASS Number
- SEL,95
- SEND

COMMAND /SEL,95 MIEI				RESPONSE/PLS E N ENTRY INDEX			JUN87
CASE/	VIN/		NA	ME/ ME/			
LOG CRITERIA:	QNUM / FROM (SINCE) /		— QC ТО	LASS/ 169.066	PORT/		
	_	- MOI	DE			MO	DE
REPORT AC	TIVITY E	NTRY	RTRV	LOGS		ENTRY	RTRV
SCHEDULER		1	11	SCHEDULED IN	SPECT(MIS	I) 61	71
ACTIVITY REPORT	(MIAR)	2	12	STATUS AT PO	RT(MIS		
DEFICIENCY REPO		3	13	PORT LOG			
DEFICIENCY FOLL		4	14	COI FLEET	(MIF	R) *	
COI AMENDMENT		5	15	PLATFORM LIS	T(PFP	L) *	75
SPECIAL NOTE		6	16	OVERDUE INSP	ECT(MIO	1) *	76
INSPECTIO	N STATUS			SUBCHA	PTER Q		
SUMMARY	(MISS)	*	31	. CLASS DESCRI	PTION (MIC	D) 81	91
DETAILS	(MISD)	22	32	APPROVED EQU	IPMENT (MIA		92
CRITICAL PROFIL		*	33	CERT OF APPR	OVAL(MIC	OA) *	, ,
	PACKAGE . (MIPIP)	*	34		ASS(MIE		94
				EQUIPMENT LI	ST(MIE	(L) *	95
ADMINIST	RATION						
FIELD INFORMATI	ON(MIFI)	41	51				

### STEP 2

- MSIS responds with the equipment list for that class
- The user selects the primary supplier to see the detailed approved equipment information
- Press SEND two times. (MSIS gives the user two opportunities to select from the list.)

COMMAND /SEL,1	MARINE INSPECTION	RESPONSE/KEY "SEL, 1, EQUIPMENT LIST	,2," FOR MIAE(S) 03JUN8
QCLASS CLASS DESCRIE 160.066 RED AERIAL PY	TION ROTECHNIC FLARE		
[	ISTING OF CURRENT	SOURCES	EFFECT STA
SEL O-NUMBER	IPN	NAME	DATE US
1. 160.066/0005/01	IP86000011 KILGO	RE CORP.	12MAY86 APP
2. 160.066/A/0005/01	IP86000012 SMITH	& WESSON CHEMICAL CO	O., INC. PEN
3. 160.066/B/0005/01	IP86000013 BRISTO	L FLARE CORP.	PEN

- MSIS responds with the approved equipment information for the primary supplier
- The user selects a private label supplier to see this information
- Press SEND

COMMAND /SEL,2 RESPONSE/KEY "SEL,1,2,..." FOR MIAE(S)
MIAE MARINE INSPECTION APPROVED EQUIPMENT Ø3JUN87

QNUM...../ 160.066/0005 MODIFICATION/ 01 CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

#### --- APPROVAL HOLDER ---

IPN....../ IP86000011 NAME/ KILLGORE CORP.
CURRENT STATUS/ APPROVED EFFECTIVE/ 12MAY86 EXPIRATION/ 12MAY88

--- SHORT DESCRIPTION --12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN. PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

--- LONG REMARKS --- ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL DRAWING AN 4397-1-1 DATED 23 JUN 1980.

--- PRIVATE LABEL SUPPLIERS ---

SEL QNUM IPN NAME STATUS

1 A IP86000001 HELEN MCGILICUTTY PENDING

2 B IP86000002 LATVIAN TRADING COMPANY PENDING

3 C IP86000003 HYPERION SHIPPING CORPORATION PENDING

#### STEP 4

MSIS responds
 with the
 approved equip ment information
 for the private
 label supplier

COMMAND / RESPONSE/NEXT:MIAE SUBJ=1600660005 R
MIAE MARINE INSPECTION APPROVED EQUIPMENT 03JUN87

QNUM....../ 160.066/B/0005 MODIFICATION/ 01 CLASS DESCRIPTION.../ RED AERIAL PYROTECHNIC FLARE OPTIONAL SUB HEADING/ DISTRESS SIGNAL FOR BOATS

#### --- APPROVAL HOLDER ---

IPN....../ IP86000002 NAME/ LATVIAN TRADING COMPANY
CURRENT STATUS/ PENDING EFFECTIVE/ EXPIRATION/ 12MAY88

--- SHORT DESCRIPTION --12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN. PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST.

ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL DRAWING AN 4397-1-1 DATED 23 JUN 1980.

### F. Marine Inspection Certificate Of Approval -- MICOA.

- 1. MICOA Purpose and Description.
  - a. Permits the printing of Certificate of Approval information onto an official U.S. Coast Guard form.
  - b. Generates the COA from data previously entered on MIAE and PNID.
  - c. Figure 6-5 shows MICOA as it appears on the terminal.
  - d. The use of this product is illustrated in the following sequence entitled: Printing the Certificate of Approval.

### 2. Accessing MICOA.

- a. Menu. MICOA is normally accessed through MIEI.
- b. Free-Form. MICOA can be accessed through free-form with a Subchapter Q number as follows:

-MICOA, <E, U, or R>, QNUM= <subchapter Q number>

#### where:

E = entry mode

U = update mode

R = retrieval mode

QNUM = subchapter Q number: must be the correct length with the period and slashes in the correct location. QNUM must include any zeros that would normally appear in the Subchapter Q number.

#### **EXAMPLE:**

- -MICOA, R, QNUM=161.322/AØØ11
- c. <u>Selection From Other Products</u>. MICOA is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

- 3. MICOA Data Entry Requirements and Explanation.
  - a. General Processing. MICOA is accessed through MIEI using a Subchapter Q number. MICOA responds with the statement "Certificate of Approval Forms Should be Placed in the Printer" and the instructions to press

6.F.3.a. (Cont'd)

SEND to print the certificate or press ABORT to stop the request. The user then places the correct forms in the printer and prints the certificate or aborts out of MICOA.

NOTE: Once a complete QNUM has been entered in MSIS, the user may switch to other Subchapter Q numbers within the same class by entering only the last portion of the QNUM. For example, if the complete QNUM is 161.043/A/0022 and the number 161.043 has already been entered, the user may enter the following:

-MICOA, R, QNUM=A/0022

b. Special Processing. None.

NUMBER: 160.066/0005/01

EXPIRES MAY 12, 1988 RED AERIAL PYROTECHNIC FLARE

ISSUED TO DAVE HILL

MADRID,

22222222

12 GAUGE RED METEOR FLARE CARTRIDGE, 6 SECOND BURN

TESTS AND INSPECTIONS CONDUCTED BY PITTSBURGH TEST LABORATORY, MEMPHIS, TN. PRODUCTION TEST SUMMARY PURSUANT TO 46CFR159.000-11 DUE ANNUALLY IN AUGUST. ASSEMBLY DRAWING BP-4383-1-1, REVISION A DATED 29 AUGUST 1980, AND LABEL DRAWING AN 4397-1-1 DATED 23 JUN 1980.

\*\*\* END \*\*\*

WILLIAM J. BRYANT
OFFICER IN CHARGE, MARINE INSPECTION
OFFICE OF MERCHANT MARINE SAFETY
BY DIRECTION OF THE COMMANDANT, U.S.C.G.

GIVEN UNDER MY HAND THIS 23RD DAY OF JUNE, 1987, AT WASHINGTON D.C.

FIGURE 6-5. EXAMPLE OF MICOA

••

# MICOA / Retrieval / Printing the Certificate of Approval

## STEP 1

- Enter the desired QNUM Number
- SEL,93
- SEND

	COMMAND /SEL,93 RESPONSE/PLS ENTER YOUR RESPONMIEI MARINE INSPECTION ENTRY INDEX	SE 169	EP86
	CASE/ VIN./ NAME/		
	FIN./ NAME/ QNUM/ 168.066/0985 QCLASS/ LOG CRITERIA: FROM(SINCE)/ TO/ PORT/		
	MODE	- MOE	E
	REPORT ACTIVITY ENTRY RTRV LOGS E	NTRY	RTRV
	SCHEDULER(MISF) 1 11 SCHEDULED INSPECT(MISI)	61	71
	ACTIVITY REPORT(MIAR) 2 12 STATUS AT PORT(MISP)	62	
	DEFICIENCY REPORT(MIDR) 3 13 PORT LOG(MIPL)	*	, ,
	DEFICIENCY FOLLOW-UP(MIDF) 4 14 COI FLEET(MIFR)	*	, ,
	COI AMENDMENT(MICA) 5 15 PLATFORM LIST(PFPL)	*	, ,
	SPECIAL NOTE(MISN) 6 16 OVERDUE INSPECT(MIOI)	*	76
	INSPECTION STATUS SUBCHAPTER Q		
l	SUMMARY (MISS) * 31 CLASS DESCRIPTION (MICD)		
	DETAILS(MISD) 22 32 APPROVED EQUIPMENT(MIAE)	82	92
	CRITICAL PROFILE(MICP) * 33 CERT OF APPROVAL(MICOA)	*	,,,
	PRE-INSPECTION PACKAGE.(MIPIP) * 34 EQUIPMENT CLASS(MIEC) EQUIPMENT LIST(MIEL)	*	94 95
	ADMINISTRATION		
	FIELD INFORMATION(MIFI) 41 51		

### STEP 2

- MSIS responds with a message to position form in the printer
- SEND
- MSIS responds by printing the Certificate of Approval

	COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE  MARINE INSPECTION CERTIFICATE OF APPROVAL 16SEP86
	MICOA	MARINE INSPECTION CERTIFICATE OF AFFROARD
	CERTIF	ICATE OF APPROVAL FORMS SHOULD BE PLACED IN THE PRINTER
ł	то	PRINT THE CERTIFICATE: HIT THE "SEND" KEY
	TO	STOP THE REQUEST: ABORT
		·

# STEP 3

When the printing is finished, MSIS responds with a confirmation message

COMMAND /	MARINE INSPECTION	RESPONSE/MIEI NEXT ON QUE	UE 16SEP86
PROD COMPLETED	SUCCESSFULLY	•	

### CHAPTER 7. INSPECTION OUTPUTS

A. General. This chapter includes those Marine Inspection products which produce printed outputs. Three MI products are associated with the Certificate of Inspection, namely, the Marine Inspection Certificate of Inspection Proxy Form (MICOI), Marine Inspection Certificate of Inspection Form (MICIF) and the Marine Inspection Certificate Amendments (MICA). The Marine Inspection Pre-Inspection Package (MIPIP) represents a composite of all MSIS information relevant to the conduct of an inspection of a specific vessel. Finally, there are seven products which generate letters to a vessel's operator for various purposes. These are discussed in Section F - Marine Inspection Letters.

,			
	• .		
		·	

# B. Marine Inspection Certificate Inspection Proxy Form -- MICOI.

- 1. MICOI Purpose and Description.
  - a. Generates COI to the screen so it can be printed for review.
  - b. Calls an additional product, MICIA, automatically for viewing all the attachments to the COI.
  - c. Figure 7-1 shows MICOI and its attachments as they appear on the terminal.
  - d. The use of MICOI is illustrated in the following example sequence entitled: Retrieving the Certificate of Inspection Proxy Image.

## 2. Accessing MICOI.

- a. Menu. MICOI is normally accessed through VFLI.
- b. Free-Form. MICOI can be accessed through free-form with:

### -MICOI, R, VIN=<vessel identification number>

where:

R = retrieval mode
VIN = vessel identification number

### **EXAMPLE:**

### -MICOI, R, VIN=CG000003

- c. <u>Selection From Other Products</u>. MICOI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

- 3. MICOI Data Entry Requirements and Explanation.
  - a. General Processing. MICOI is used in R(etrieval) mode only, using the vessel's VIN. MICOI responds with a proxy of the Certificate of Inspection issued or to be issued to the subject vessel. The MICOI proxy is in a format which resembles the first page of the official COI document. MICOI automatically invokes the MICIA product (Marine Inspection COI Attachment) to display the attachments for the COI copy. The user only needs to press SEND to view these attachments.

7.B.3.a. A user may stop the printing of the COI at any time (Cont'd) by pressing SHIFT ABORT. To exit MICOI, press SHIFT ABORT a second time.

A name change has the following effect on the COI: The new vessel name becomes the VESSEL NAME shown on the COI. The vessel's old name becomes EX NAME on the COI and will show as EX NAME on the COI during the issue and first reissue of the COI.

The second reissue of a COI will  $\underline{not}$  display an EX NAME for the vessel.

If the vessel has the vessel use of "FERRY BOAT", then the TOTAL PERSONS slot and PASSENGERS slot will contain the word "FERRY".

b. Special Processing. None.

MICOI

### MARINE INSPECTION CERTIFICATE OF INSPECTION

13JAN88

ISSUED/ 30SEP87

EXPIRED/ 01JUN90

LAST HULL EXAM: Øljun87 ALT INTERNAL

VESSEL NAME:

HOLLYWOOD CHEM JIM

HOME PORT:

NOT DOCUMENTED

PLACE BUILT:

HERE

OWNER:

FOREIGN TEST 28 DEC

ADDRESS - LINE 1 - OWN-MN ADDRESS - LINE 2 - OWN-MN

CITY.....CITY,

SERVICE:

VIN: L2407000

CALL: JRW45

PASSENGER

HULL MATL:

ALUMINUM

DATE:

HP: 305000 STEAM TURBINE

PROPULSION:

GTON: NTON: LENGTH:

DWT: ØlJAN47 222222 222222 1894 56.900

OPERATOR:

TEST 21 OCT FOREIGN - US TEST

ADDRESS - LINE 1 - OWNER

ADDRESS - LINE 2 - OWNER

POSTA CITY...... DE 12345

### LIFEBOATMEN/ Ø

### TANKERMEN/ Ø

1 /MASTER

/1ST PILOT PIL. /AB. SEAMEN /OR. SEAMEN

/CHIEF ENG'R /1ST ENG'R

/FIREMEN

/CH. MATE /2ND MATE

/RADIO OFF.

/DECKHANDS

/2ND ENG'R

/OILERS

400

MATE

WHILE SAILING DOWN THE HUDSON RIVER

OPER

ENG'RS

PASSENGERS/ 25 OTHER CREW/ 55 PERSONS IN ADDITION TO CREW/ Ø TOTAL PERSONS/

ROUTES LIMITED TO HUDSON RIVER NORTH OF MANHATTAN AND SOUTH OF WEST POINT.

\*\*\* SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION \*\*\*

Н

```
CERTIFICATION DATE: 30SEP87
                                    2
HOLLYWOOD CHEM JIM
                               (PAGE NUMBER)
       (VESSEL NAME)
                         --- ITC TONNAGES ---
                                             1200
                                      NET/
                          1543
                  GROSS/
                           --- STABILITY ---
                               APPROVAL DATE/ 21DEC46
                                                        OFFICE/ CORMS
             LETTER
                         --- CARGO AUTHORITY ---
AUTHORIZATION/ WHAT EVER THEY WISH TO CARRY IE PIES, CAKES, ICE CREAM
                                                        6455 UNITS/ GALS
46CFR SUBCHAPTER D AUTHORITY: HIGHEST GRADE/ A CAPACITY/
                                         PART 153/ YES PART 154/ NO
46CFR SUBCHAPTER O AUTHORITY: PART 151/ NO
              --- LIQUID BULK CARGO AUTHORITY/CONDITIONS ---
                   *LOADING CONSTRAINTS - STRUCTURAL*
                                                 MAXIMUM DENSITY
                          MAX CARGO WEIGHT/TANK
                                                     (LBS/GAL)
                               (SHORT TONS)
        TANK(S)
                                                       22.50
                                    23
STAR/PORT ALL
                                                       11.25
                                    12
MIDSHIP
                    *LOADING CONSTRAINTS - STABILITY*
                                                               DENSITY
                                      MAXIMUM LOAD MAX DRAFT
                                      (SHORT TONS) (FT&INCHES) (LBS/GAL)
  HULL
                    ROUTE(S)
 TYPE(S)
                                                             12.6
                                                     23.3
                                             23
          LAKES, BAYS, SOUNDS
TT
                   *SPECIFIC. DANGEROUS CARGO AUTHORITY*
                                                           CON IMO -REACT-
                                                           TYP POL GRP EXC
CHEM
                      CHEMICAL NAME
CODE NOTE
        Trimethyl hexamethylene diamine (2,2,4-
 THA
         and 2,4,4-)
                                                                   15 Y
                                                                В
        Acrylonitrile
        1234567890123456789012345678901234567890123456789012345
 ACN
        1234567890123456789012345678901234567890123456789012345
 AAE
                         *CONDITIONS OF CARRIAGE*
CARGOES WHICH, WHEN MIXED WITH EACH OTHER, REACT IN A HAZARDOUS MANNER MUST
 BE SEPARATED FROM EACH OTHER BY A COFFERDAM, EMPTY TANK, OR MUTUALLY COMP-
 ATIBLE CARGO. SUCH CARGOES SHALL NOT BE CARRIED IN TANKS HAVING A COMMON
 PIPING OR VENTING SYSTEM.
       NN
   Н
 н
```

\*\*\* SEE NEXT PAGE PLEASE \*\*\*

FIGURE 7-1. EXAMPLE OF MICOI (Continued)

# MICOI / Retrieval / Retrieving the Certificate of Inspection Proxy Image

## STEP 1

- Enter a valid VIN on VFLI
- COMMAND: SEL, 24
- SEND

COMMAND/ SEL,24		ESPONSE/ PLS ENTER YOUR RESPONSE AND FORMS INDEX 143	JAN88
VFLI VESSEL FILE	LOGS	AND FORMS INDEX	JAMOU
NAME/ LOG CRITERIA: FROM (SINCE)/		VIN/ CG888174 CALL/ FLAC	G/
LOG CRITERIA. PROM (STREE)			
LOGS	SEL,	FORMS	SEL,
on court one open cases (VECC)	1	CEPT OF DOCUMENTATION (VDCDF)	21
CG CONTACTS - CLOSED CASES. (VFCG)	2	(PROXY IMAGE)(VDCOD)	22
CG CONTACTS - OPEN CASES(VFCC) CG CONTACTS - CLOSED CASES.(VFCG) VESSEL DOCUMENTATION(VFVD)	3	CERT. OF INSPECTION(MICIF)	23
MARINE INSPECTION(VFMI)	4	(PROXY IMAGE)(MICOI)	24
VESSEL BOARDING (VFVB)		CERT. OF COMPLIANCE(MICCF)	25
MARINE CASUALTY(VFMC)	6	(PROXY IMAGE)(MICOC)	26
MARINE POLLUTION(VFMP)	7	SUBCH. O ENDORSEMENT(MISOE)	27
MARINE VIOLATIONS(VFVL)	8	(PROXY IMAGE) (MISOP)	28
SAFETY PERFORMANCE(VFSP)	9		
DAMAGE/DEFECTS(VFDL)	10	REQUEST AVAILABILITY (X)	3 Ø

### STEP 2

VESSEL NAME:

HOME PORT:

ZAPATA YORKTOWN

NOT DOCUMENTED PLACE BUILT:

- MSIS responds with COI image
- SEND to see next page

COMMAND/ RESPONSE/ SEND FOR COI ATTACHMENT
MICOI MARINE INSPECTION CERTIFICATE OF INSPECTION 14JAN88

ISSUED/ 27AUG86

EXPIRED/ 27AUG88

LAST HULL EXAM: 27AUG86 WORKING DRAFT

VIN: CALL: SERVICE:
CG000174 ZAPATAY FREIGHT SHIP
HULL MATL: HP: PROPULSION:

DATE: GTON: NTON: DWT: LENGTH:

OWNER: OPERATOR:

OLLIE JONES

2100 SECOND ST SW

WASHINGTON, DC 20593--123

MARKET SQUARE
LONDON, NW3 5-5

LIFEBOATMEN/ 12 TANKERMEN/ Ø

1 /MASTER 2 /1ST PILOT 2 /AB. SEAMEN 2 /CHIEF ENG'R 12 /FIREMEN 32 /OR. SEAMEN 88 /DECKHANDS PIL. 2 /CH. MATE 2 /1ST ENG'R 2 /OILERS 1 /2ND MATE 3 /RADIO OFF. 2 /2ND ENG'R MATE 3 OPER 23 33 ENG'RS

PASSENGERS/ 200 OTHER CREW/ 21 PERSONS IN ADDITION TO CREW/ 20 TOTAL PERSONS/ 450

LAKES AND OCEANS

\*\*\* SEE NEXT PAGE FOR ADDITIONAL CERTIFICATE INFORMATION \*\*\*

# STEP 3

- Note message in response line
- SEND to execute each additional page of the attachment
- SEND to execute the next transaction on the queue

-	AND	/		<del>.</del>		MADINI	TNCE	<u> </u>			SE/ VF ATTACH			(T (	ON QU	EUE		14JA	NA
MICI	LA		•			MARIN	LINSE	EC.	TON C	01	ni inch		••					14000	
ZAP	ATA	YORK'		NA	ME)			( P <i>I</i>	2 Age nu	MBE		CEI	RTIF	ICA:	TION	DATE	:	27AUG	86
			•				- INSE	ECT	rion s	TAI	rus	•							
							*0	ARC	O TAN	KS*									
					-	-INTERN	AL EXA	-M	-EXTE	RNA	L EXAM	1- 3	SAFE	ΤY	HY	DRO	TE		
	IDEN	TIFIC	CAT	ON		LAST	NEXT	:	LAST		NEXT	٠. ١	VALV	ES	LAS	T	N	EXT	
#1	P/S	(FR	38-4	18)	3	27AUG84	27AUC	87	27AUG	84	27AUG8	37	27 A U	G84	27AU	G84	27	AUG87	
#2	P/S	(FR	18-5	59)	, 2	27AUG84 27AUG86	27AU	87	27AUG	84	27AUG8	37	27AU	G84	27AU	G84	27	AUG87	
						<b>#</b> 1	BOILE	RS/	STEAM	PIE	PING*								
MAX	IMUM	STE	AM I	RES	SURI	E ALLOW	ED/	10	PSI						VA	LVES	5		
		ER/P				HY	DRO			MOL	JNTS			SAF	ETY	S		ERHEAT	
	IDEN	TIFI	CAT	ON-	-	T.AST	NEXT	•	OPENE	ם	REMOVE	כוב	SET		DATE	51	ΞT	DATE	
131					(	JJAN86	Øljan	187	Øljan	86	01JAN8	36	Y	01.	JAN86	1	Y	Øljan	
131	96					31JAN86	ØlJA	187	Øljan	86	ØlJANS	36	Y	Ø1.	JAN86	3	Ľ	Ø1JAN	181
							*PRES	SU	RE VES	SEI	is*								
		TYP	£				LOCAT				LAST				N	EXT			
	OTH	ER				DEAE	RATOR				01JAN	186			<b>Ø</b> 1	JAN	88		
	AIR	REC	EIV	ER		CONT	ROL A	R			Ø1JAN					JAN			
	AIR	REC	EIV	ER			ICE A				Øljan					JAN			
	AIR	REC	EIV	ER			HIP A				Øljan					JAN			
	AIR	REC	EIV	ER		ENG.	RM DE	CK.	SUP		15JU	186			15	JAN	88		
							*T	AIL:	SHAFT (	(S) 1	<b>k</b>								
	TAIL	SHAF	r II	5					RAWN			NE	XT D	UE	DATE				
POR							1:	2DE	C85				12D	EC8	7				
STA	RBOA	RD					1	2DE	C85				12D	EC8	7				
						*	MISCE	r.r.a	NEOUS	SY	STEMS*								
		YSTE	M				D NUM				TYPE		AST		TY	PE		LAST	
FOG	HOF					2871				SV		-	JUN8	6		- <b>-</b>			
		CATI	ONS			C287					-			-					
		SANI		ION	DE	3901													
		SANI		_		3892													

# C. Marine Inspection Certificate of Inspection Form -- MICIF.

# 1. MICIF Purpose and Description.

- a. Prints all vessel data required on a Certificate of Inspection on a pre-printed, continuously fed COI form; CG-841.
- b. Signature authority printed on COI is always the login unit.
- c. Invokes MICAF to print the attachment for the COI.
- d. Figure 7-2 shows MICIF as it appears on the printer.
- e. The use of MICIF is illustrated in the following example sequence entitled: Printing the Certificate of Inspection.

## 2. Accessing MICIF.

- a. Menu. MICIF is normally accessed through VFLI.
- b. <u>Free-Form</u>. MICIF can be accessed through free-form with:

## -MICIF,R,VIN=<vessel identification number>

(Signature authority printed on the COI will be the MSIS log-in unit and not the POC for the vessel.)

### where:

R = retrieval mode
VIN = vessel identification number

#### **EXAMPLE:**

### -MICIF, R, VIN=CG000008

- c. <u>Selection From Other Products</u>. MICIF is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1

## MICIF Data Entry Requirements and Explanation.

a. General Processing. MICIF is normally entered through VFLI with a VIN or CALL number. MSIS responds with a screen which reminds the user to place the forms into the printer and gives the user a chance to print the form or ABORT.

7.C.3.a. Please Note: If a Permit to Proceed document exists on VFLD, the warning message "Warning Permit to Proceed Exists" appears before the COI will print.

For MICIF to execute, the following had to have been entered for the vessel:

- (1) VFIP, VFOD, VFPS, and VFLD (updated by filing an MIAR)
- (2) Inspection for certification filed
- (3) Vessel linked to an owner and an operator
- (4) Port of documentation known to MSIS for documented vessels
- (5) Port of certification known to MSIS.

The user may stop the printing of the COI at <u>anytime</u> by pressing **SHIFT ABORT**. To exit MICIF, press **SHIFT ABORT** a second time.

A name change has the following effect on the COI: The new vessel name becomes the VESSEL NAME shown on the COI. The vessel's old name becomes EX NAME on the COI and will show as EX NAME on the COI during the issue and first reissue of the COI.

The second reissue of a COI will not display an EX NAME for the vessel.

If the vessel has the vessel use of "FERRY BOAT", then the TOTAL PERSONS slot and PASSENGERS slot will contain the word "FERRY".

b. Special Processing. None.



UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION UNITED STATES COAST GUARD CERTIFICATION DATE: 01AUG86

EXPIRATION DATE:

01AUG88

# Certificate of Inspection

LAST HULL EXAM: 01AUG86 DRYDOCK										
VESSEL NAME SEALIFT A	TLANTIC		OFFICIAL NUMBER INSS7002		ALL SIGN			IP/BARGE		
HOME PORT	ENTED		STEEL	1,	1400		PROPULSION DIESEL REDUCTION			
PLACE BUILT BATH, MAI	NE .		31DEC74	GROSS TO		T TONS 11858	27240	164.80		
234 FARVII	SHIPPING CO EW RD. MD 11689	DRPORATION	ATION HYPERION SHIPPING CORPORATION 234 FARVIEW RD. OCEANSIDE, MD 11689							
THIS VESSEL M	THIS VESSEL MUST BE MANNED WITH THE FOLLOWING LICENSED AND UNLICENSED PERSONNEL, INCLUDED IN WHICH THERE MUST BE CERTIFICATED LIFEBOATMEN AND CERTIFICATED TANKERMAN.									
1 master     master a 1st class pilot     6 able seamen     1 chief engineer     Firemen-watertenders       1 chiefmate     1 chiefmate     1 st asst. engineer     Olers       1 2nd mate     1 radio officer(s)     Deckhands     1 2nd asst. engineer     Olers       1 3R II     mates     Operator(s)     Engineer     Engineer										
IN ADDITION, THIS VESSEL MAY CARRYOPASSENGERS,B_OTHER PERSONS IN CREW,1 TOTAL PERSONS ALLOWED:37										
ROUTE PERMITTE	D AND CONDITIONS C	F OPERATION:		<del></del>						
		- O C E A								
ONBOARD WIDEGREES S	HEN THE VE	O (42) EXPOSURE S SSEL OPERATES NOR , IN THE ATLANTIC UTH OF 35DEGREES	TH OF 32 OCEAN OR	DEGRE!	ES N. IT O	OR SOU	JTH OF 3 S NORTH			
							·			
*	** SEE NEX	T PAGE FOR ADDITI	ONAL CERT	IFICA	TE IN	IFORMAT:	ION ***			
CERTIFIED BY TH	E OFFICER IN CHARG	COMPLETED AT CORFUS C BE, MARINE INSPECTION, CORF TION LAWS AND THE RULES AND I	US CHRIST	I	HEREUND	, TO BE		8 & THIS VESSEL IS TS IN CONFORMITY		
	PERIODIC REINS	PECTIONS	THIS CERTIFICATE ISSUED BY:							
DATE	ZONE	SIGNATURE	ROBERT LONG, USCG							
			-	CORPU			E INSPECTION			
INSPECTION ZONE										

UNITED STATES COAST GUARD

# Certificate of Inspection

SEALIFT ATLANTIC

PAGE 2

CERTIFICATION DATE: 01AUG86

--- ITC TONNAGES ---GROSS/ 16276 NET/ 10457

LETTER

--- STABILITY ---APPROVAL DATE/ 06AUG79 OFFICE/ HMRMS

--- INSPECTION STATUS ---

\*CARGO TANKS\*

-INTERNAL EXAM- -EXTERNAL EXAM- SAFETY --HYDRO TEST---LAST NEXT LAST NEXT VALVES LAST IDENTIFICATION NEXT 01AUG86 01AUG88 01AUG86 01AUG88 01AUG86 01AUG90 ALL

\*BOILERS/STEAM PIPING\*

-----VALVES-----MAXIMUM STEAM PRESSURE ALLOWED/ 250 PSI ---SAFETY-- SUPERHEATER OPENED REMOVED SET DATE SET DATE BOILER/PIPING IDENTIFICATION LAST NEXT 01AUG86 01AUG90 01AUG86 01AUG86 Y 01AUG86 AUX BOILER WASTE HEAT BOILER 01AUG86 01AUG90 01AUG86 01AUG86 Y 01AUG86

\*PRESSURE VESSELS\*

TYPE	LOCATION	LAST	NEXT
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88
AIR RECEIVER	ENGINE ROOM	01AUG86	01AUG88

\*TAILSHAFT(S)\*

NEXT DUE DATE TAILSHAFT ID DATE DRAWN 01AUG90

--- LIFESAVING EQUIPMENT ---

N	IUMBER	PERSONS		REQUIRED
TOTAL EQUIPMENT FOR		37	LIFE PRESERVERS(ADULT)	42
LIFEBOATS(PORT)	. 1	37	LIFE PRESERVERS(CHILD)	
LIFEBOATS(STBD)	. 1	37	RING BUOYS(TOTAL)	18
MOTOR LIFEBOATS*	. 2	74	WITH LIGHTS*	
RESCUE BOATS/PLATFORMS	·		WITH LINE ATTACHED*	
LIFEBOATS W/RADIO*	• •		OTHER*	7
INFLATABLE RAFTS		46	SURVIVAL SUITS	
LIFE FLOATS/BOUYANT AF	•		PORTABLE LIFEBOAT RADIOS.	
(* INCLUDED IN TOTALS)			EQUIPPED WITH EFIRB?	YES

--- FIRE-FIGHTING EQUIPMENT ---TOTAL HOSE LENGTH/ 1400 NUMBER OF FIRE AXES/ 5 NUMBER OF FIRE PUMPS/

\*FIXED EXTINGUISHING SYSTEMS\*

SPACE PROTECTED AGENT CAPACITY CARGO DECK & PUMP ROOM 475 FOAM

\*\*\* SEE NEXT PAGE PLEASE \*\*\*



DEPARTMENT OF TRANSPORTATION UNITED STATES COAST GUARD

# Certificate of Inspection

SEALIFT ATLANTIC

PAGE 3 CERTIFICATION DATE: 01AUG86
(PAGE NUMBER)

(VESSEL NAME)

\*FIXED EXTINGUISHING SYSTEMS\*

AGENT CAPACITY SPACE PROTECTED 6900 C02 MACHINERY SPACE 100 C02 ENGINEERS PAINT LOCKER 225 C02 EMERGENCY GENERATOR ROOM 300 002 BOSN'S PAINT LOCKER

> \*FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE\* B-II/ 22 B-III/ B-I/ A-II/ C-I/ C-II/ B-IV/ B-V/

> > \*\*\* END \*\*\*

	UNITED STATE	S OF AMERICA				ATION DATE :	MIAR
22000	DEPARTMENT OF UNITED STATES	TRANSPORTATION S COAST GUAR	D		EXPIRATION DATE : MIAR		
	ertificate o	of An	spe	ctio	on	1 FVAM. 1	AT CD
EX NAME: VFIC		OFFICIAL NUMB	EA	CALL SIG	LAST HUL		MISD
VFID		VFID		VFI	1	VFID	
HOME PORT		VFSS/VFH	ID	VFSS/\	VFPP	VFSS/VFPF	
VFPS/VFCD		VFPS/VFCD	VFPS/	VFMD V	FPS/VFMD		VFPS/VFMD
VFIP		VFIP					
PNID		PNID					
THIS VESSEL MUST BE MANNED WHICH THERE MUST BE VFOD CE	WITH THE FOLLOWING LICE	SED AND UNI	ICENSED	PERSON	NNEL, INCLU	DED IN	
	: 1ST CLASS PILOT ABLE SE CLASS PILOT ORDINA FICER(S) DECKHA	AMEN V	FOD CHIE	F ENGINE ASST. ENG ASST. ENG	EER <u>V</u>	FOD FIREMEN.W	ATERTENDERS
IN ADDITION, THIS VESSEL MAY CARRY	VFOD PASSENGERS,VF	OD OTHER PE	RSONS IN	CREW,	VFOD TOT	INS IN ADDITION	TO CREW, AND
ROUTE PERMITTED AND CONDITIONS O	F OPERATION:						
VFOD VFDC - loading constr VFPS - stability VFBD - boilers VFPV - pres. ves.		tions					
VFCS - tanks VFPP - tailsha <u>fts</u> VFLS VFFF, VFPF							
VFPD - fire pumps VFMD - ITC tonnages MICA - certificate an	mendments					٠	
WITH THIS INSPECTION HAVING BEEN CERTIFIED BY THE OFFICER IN CHARK WITH THE APPLICABLE VESSEL INSPEC	SE, MARINE INSPECTION, PFII	•	MIAR	THEREU	,	ON MIAR E IN ALL RESPEC	, THIS VESSEL IS
PERIODIC REIN		THIS CERTIF					
DATE ZONE	SIGNATURE	PFID					
		PFID	OF	FICER IN	CHARGE, MARI	NE INSPECTION	
		<b>-</b>		i	NSPECTION ZO	NE	

·				
			٠.	
	•			

# MICIF / Retrieval / Printing the Certificate of Inspection

## STEP 1

- Enter a valid VIN or CALL on VFLI
- COMMAND: SEL, 23
- SEND

COMMAND /SEL,23 VESSEL FILE			RESPONSE/PLS ENTER YOUR RESPONSE AND FORMS INDEX 28	AUG86
NAME/ LOG CRITERIA: FROM (SINCE)/			VIN/ <b>L2467868</b> CALL/ FLAGE	G/
LOGS		SEL.	FORMS	SEL,
CG CONTACTS - OPEN CASES(VFOC)			CERT. OF DOCUMENTATION(VDCDF)	21
CG CONTACTS - CLOSED CASES. (VFCG)			(PROXY IMAGE) (VDCOD)	22
VESSEL DOCUMENTATION(VFVD)		3	CERT. OF INSPECTION(MICIF)	23
MARINE INSPECTION (VFMI)	X	4	(PROXY IMAGE)(MICOI)	24
VESSEL BOARDING (VFVB)			CERT. OF COMPLIANCE (MICCF)	25
MARINE CASUALTY(VFMC)		6	(PROXY IMAGE) (MICOC)	26
MARINE POLLUTION(VFMP)		7	SUBCH. O ENDORSEMENT(MISOE)	27
MARINE VIOLATIONS(VFVL)	X	8	(PROXY IMAGE)(MISOP)	28
SAFETY PERFORMANCE(VFSP)		9	•	
DAMAGE/DEFECTS (VFDL)		10	REQUEST AVAILABILITY (X)	30

### STEP 2

- MSIS responds with a message to position form in printer
- SEND

RESPONSE/PLS ENTER YOUR RESPONSE
MICIF MARINE INSPECTION CERTIFICATE OF INSPECTION FORM 28AUG86

CERTIFICATE OF INSPECTION FORMS SHOULD NOW BE PLACED IN THE PRINTER TO PRINT THE CERTIFICATE:....HIT THE "SEND" KEY TO STOP THE REQUEST: ......ABORT

CASE/ M187000050

 MSIS responds by printing the certificate of inspection (The image for this transaction appears garbled to the user. However, it is "legible" to the printer.)

.

### D. Marine Inspection Certificate Amendments -- MICA.

# 1. MICA Purpose and Description.

- a. Enters a description of any amendments to a vessel's COI for documentation purposes only.
- b. Allows entry and retrieval of the unit, date, and a description of changes to the information on a vessel's COI.
- c. Sends a morning report message to the vessel's port of certification.
- d. Maps data to the vessel's critical profile (Marine Inspection Critical Profile).
- e. Upon validation of a subsequent inspection for certification case, the MICAs expire, but remain in the MSIS data base.
- f. Figure 7-4 shows the data definitions for MICA. See Table 7-1 for the code values and Enclosure (1) for the abbreviation meanings.
- g. The use of MICA is illustrated in the following example sequence entitled: Amending the Certificate of Inspection.

### 2. Accessing MICA.

- a. Menu. MICA is normally accessed through MIEI.
- b. Free-Form. MICA can be accessed through free-form with a case number as follows:

### -MICA, <E, U, or R>, CASE=<inspection case number>

### where:

E = entry mode

U = update mode

R = retrieval mode

CASE = inspection case number

### **EXAMPLE:**

### -MICA, E, CASE=MI84000048

- c. Selection From Other Products. MICA may be accessed from MIAR.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2

# 7.D.3. MICA Data Entry Requirements and Explanation.

a. General Processing. The user may either select MICA from MIAR or enter an Inspection Case Number on MIEI to access MICA in E(ntry) mode. MSIS maps the Port, Date Amended and Case Number from MIAR and provides the number of blank forms requested on MIAR. If the number is not specified on MIAR, MSIS automatically provides one blank form, as long as the associated MIAR has not been validated. The user then fills in the blank form(s) with the desired amendment information.

An MICA may <u>not</u> be filed if there is an open MIAR case for certification. This prevents a port from filing an amendment to an existing COI while another port is in the process of issuing a new COI. MSIS checks for an open certification case by determining the status on VFLD.

In **U(pdate)** mode, MICA allows the user to change any amendments entered by the user's unit. MSIS displays all existing COI amendments and one blank form for additional amendments, up to a maximum of fifteen forms. To delete any amendments entered by the user's unit, the user simply blanks out all unlocked data slots.

MICA in R(etrieval) mode displays all amendments for the specified vessel.

When MICA is executed in **E(ntry)** or **U(pdate)** mode, the Port of Certification of Inspection is automatically notified through a morning report message. Also, when an updated Certificate of Inspection is generated all valid certificate amendments are appended to it. When the next inspection for certification is performed, all current amendments expire but are kept in the MSIS data base by Case Number. Expired amendments are not listed on the vessel's MICP. The user may retrieve any amendments attached to a particular case through MICA; however, the user should use MICP to retrieve all amendments that are current and attached to a particular vessel.

Please note: Certificate amendments may be locked
for two reasons. These are:

- (1) The controlling MIAR has been validated, thus locking the MICA to further updates or additions.
- (2) An amendment has been filed with a date that is earlier than the COI issue date. Even if the MI case remains open, the MICA can not be updated.
- b. Special Processing. None.

COMM MICA	·	INE INS	PECTION CE		NSE/PLS EN ATE AMENDM		RESPO	NSE 27AUG
NAME	HOLLYWOOD CHEM J	M		VIN/	CG000135	CALL/ J	RW 4 5	FLAG/
		C	ERTIFICATE	AMEND	MENTS			
1.	PORT AMENDING/ CHA	AS DATE	AMENDED/	CD*	CASE AN	MENDING/	M1860	00022
	VKEY/				NOTIFY.	/	(1)	(1)
	AMENDMENT							
	NARR*							
2	PORT AMENDING/ CHA	MS DATE	: AMENDED/	CD*	CASE AN	MENDING/	M1860	100022
	VKEY/				NOTIFY	/	(1)	(1)
	,		AMEN	DMENT				
	NARR*							·

<sup>\*</sup> Field must be filled in on initial entry.

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		•	· ·	
		••••		
		••••		

# TABLE 7-1. CODE VALUES FOR MICA

# (1) PORT CODES

CODE	EXPLANATION								
GMP GMMI GMTH GMVI GMVD GWP GWER GWPE NRC GTDS	CG HEADQUARTERS (G-MP-4) (G-MMI) (G-MTH) (G-MVI) (G-MVD) (G-WP) (G-WER) (G-WPE) (G-TGC) (G-TDS)								
GMSC	MARINE SAFETY CENTER								
MSS	MARINE SAFETY SCHOOL								
ØlM BOSMS BOSVD POMMS BAND PROMS CODD NYCMI NYCVD NLOD LISCP LISD NYCCP	COMMANDER, FIRST CG DISTRICT (M)  MSO BOSTON, MA  VESDOC, BOSTON, MA  MSO PORTLAND, ME  MSO BANGOR, ME  MSO PROVIDENCE, RI  MSO CAPE COD, MA  MIO NEW YORK, NY  VESDOC NEW YORK, NY  MIDET NEW LONDON, CT  COTP LONG ISLAND SOUND, CT  PSD NEW LONDON, CT  COTP NEW YORK, NY								
Ø2M HUNMS MARD LOUMS EVND CIND MEMMS GRND NASMS DECD PADMS PITMS	COMMANDER, SECOND CG DISTRICT (M)  MSO HUNTINGTON, WV  MSD MARIETTA, OH  MSO LOUISVILLE, KY  MSD EVANSVILLE, TN  MSD CINCINNATI, OH  MSO MEMPHIS, TN  MSD GREENVILLE, MS  MSO NASHVILLE, TN  MSD DECATUR, AL  MSO PADUCAH, KY  MSO PITTSBURGH, PA								
SLMMS SLMVD PEOD STPD DAVD	MSO ST. LOUIS, MO  VESDOC ST. LOUIS, MO  MSD PEORIA, IL  MSD MINN./ST. PAUL  MSD DAVENPORT, IA								

# TABLE 7-1. CODE VALUES FOR MICA (Continued)

# (1) PORT CODES (Continued)

CODE	EXPLANATION
Ø5M	COMMANDER, FIFTH CG DISTRICT (M)
BALMS	MSO BALTIMORE, MD
HMRMS	MSO HAMPTON ROADS, VA
HMRVD	VESDOC HAMPTON ROADS, VA
WNCMS	MSO WILMINGTON, NC
MHCD	
PHIMI	MIO PHILADELPHIA, PA
PHIVD	VESDOC PHILADELPHIA, PA
PHICP	COTP PHILADELPHIA, PA
07M	COMMANDER, SEVENTH CG DISTRICT (M)
Ø7ØPC	COMMANDER, SEVENTH CG DISTRICT (OPCEN)
CHAMS	MSO CHARLESTON, SC
JACMS	MSO JACKSONVILLE, FL MSO MIAMI, FL VESDOC MIAMI, FL MSD KEY WEST, FL
MIAMS	MSO MIAMI, FL
MIAVD	VESDOC MIAMI, FL
KEYD	MSD KEY WEST, FL MSO SAN JUAN, PR
PTPD	MSD PORT PONCE, PR
STTD	MSD ST. THOMAS, USVI
	MSO SAVANNAH, GA
TAMMS	MSO TAMPA, FL
Ø8M	COMMANDER, EIGHTH CG DISTRICT (M)
Ø8MMT	COMMANDER, EIGHTH CG DISTRICT (MMT)
CODMC	MSO CORPUS CHRISTI, TX
BRND	MSO BROWNSVILLE, TX
GALMS ·	MSO GALVESTON, TX
MOBMS	MSO BROWNSVILLE, TX MSO GALVESTON, TX MSO MOBILE, AL MSO PORT ARTHUR, TX
PATMS	MSO PORT ARTHUR, TX
LK(II)	MSD LAKE CHARLES, DR
	MIO HOUSTON, TX
HOUVD	VESDOC HOUSTON, TX
NEWMI	MIO NEW ORLEANS, LA VESDOC NEW ORLEANS, LA
NEWVD	MIDET BATON ROUGE, LA
BATD	MIDET HOUMA, LA
HMAD	MIDET MOORIA, ER
MORD	AVONDALE SHIPYARD
AVND	COTP HOUSTON, TX
HOUCP NEWCP	COTP NEW ORLEANS, LA
BERD	PSD BERWICK BAY, LA
מאמם	

# TABLE 7-1. CODE VALUES FOR MICA (Continued)

# (1) PORT CODES (Continued)

CODE	EXPLANATION
CLEVD BUFMS ALXD CHIMS CLEMS DETMS DULMS MILMS TOLMS SIMMI STBMI MUSCP	COMMANDER, NINTH CG DISTRICT (M)  VESDOC CLEVELAND, OH  MSO BUFFALO, NY  MSD ALEXANDRIA BAY, NY  MSO CHICAGO, IL  MSO CLEVELAND, OH  MSO DETROIT, MI  MSO DULUTH, MN  MSO MILWAUKEE, WI  MSO TOLEDO, OH  MIO ST. IGNACE, MI  MIO STURGEON BAY, WI  COTP MUSKEGON, MI  COTP SAULT STE MARIE, MI
LOSMS LOSVD SBCD SDCMS	COMMANDER, ELEVENTH CG DISTRICT (M)  MSO LONG BEACH, CA  VESDOC LONG BEACH, CA  MSD SANTA BARBARA, CA  MSO SAN DIEGO, CA  MSO SAN FRANCISCO, CA  VESDOC SAN FRANCISCO, CA  MSD CONCORD, CA
13M PORMS PORVD ASTD COOD SEAMS SEAVD ANAD	MSO PORTLAND, OR VESDOC PORTLAND, OR MSD ASTORIA, OR MSD COOS BAY, OR
14M HONMS HONVD GUAD	COMMANDER, FOURTEENTH CG DISTRICT (M) MSO HONOLULU, HI VESDOC HONOLULU, HI MSD GUAM
17M ANCMS KEND KODD JUNMS JUNVD KETD SITD VALMS	COMMANDER, SEVENTEENTH CG DISTRICT (M)  MSO ANCHORAGE, AK  MSD KENAI, AK  MSD KODIAK, AK  MSO JUNEAU, AK  VESDOC JUNEAU, AK  MSD KETCHIKAN, AK  MSD SITKA, AK  MSO VALDEZ, AK

# TABLE 7-1. CODE VALUES FOR MICA (Continued)

The following section of port codes can be used as a Historical Reference. These port codes were implemented at one time, so they can appear in the PORT slot. However, they are not to be used for E(ntry) purposes.

CODE	EXPLANATION
Ø3M Ø3MMT	COMMANDER, THIRD CG DISTRICT (M) COMMANDER, THIRD CG DISTRICT (MMT)
12M	COMMANDER, TWELFTH CG DISTRICT (M)
CINMS	MSO CINCINNATI, OH
LOSMI	MIO LONG BEACH, CA
SEAMI	MIO SEATTLE, WA
STBMS	MSO STURGEON BAY, WI

# MICA / Entry / Amending the Certificate of Inspection

### STEP 1

- Enter a valid Case Number on MIEI
- COMMAND: SEL,5
- SEND

COMMAND /SEL,5	MARINE	INS	PECTI	RESPONSE/PLS ENTER YOUR RESPO ON ENTRY INDEX		AUG86
CASE/ <u>M186000038</u>	VIN./ CG00017	4 <del>-</del>	NA NA / OC	AME/ ZAPATA YORKTOWN AME/ CLASS/		
LOG CRITERIA:	FROM (SINCE)/			0/ PORT/	_	
		- MOI	DE		MOI	DE
REPORT ACT	IVITY E	YTRY	RTRV	LOGS	ENTRY	RTRV
SCHEDULER						61
ACTIVITY REPORT.			12			
DEFICIENCY REPOR	T (MIDR)	3	13	PORT LOG(MIPL)		63
DEFICIENCY FOLLO	W-UP(MIDE)	4	*	COI FLEET (MIRR)	*	
COI AMENDMENT	(MICA)	5	15	PLATFORM LIST(PFPL)	*	65
SPECIAL NOTE	(MISN)	6	16	OVERDUE INSPECT(MIOI)		66
INSPECTION	STATUS			SUBCHAPTER O		
SUMMARY					71	81
DETAILS		22		APPROVED EQUIPMENT(MIAE)		82
CRITICAL PROFILE		*	33	CERT OF APPROVAL(MICOA		83
PRE-INSEPCTION P		*		EQUIPMENT CLASS(MIEC)		84
	,			EOUIPMENT LIST(MIEL)		85
ADMINISTR	ATION					
FIELD INFORMATIO	N(MIFI)	41	51			
İ	, ,					

### STEP 2

MSIS responds
 with all current
 certificate
 amendments and
 a blank form.
 (In this example,
 there are no
 currently active
 amendments.)

ICA	MARINE INS	PECTION CER	TIFICAT	E AMENDA	IENTS	R RESPON	27AU
AME/ ZAPATA YORK	rown		VIN/ C	G000174	CALL/	ZAPATAY	FLAG/
1. PORT AMENDING VKEY/		ERTIFICATE AMENDED/ AMEND		CASE AN	MENDING/	M18600	0038

# STEP 3

- Fill in blank Paragraph
- SEND

COMMAN MICA	D /	MARINE INS	PECTION C	RESPON ERTIFICA	SE/PLS EN TE AMENDM	ITER YOU IENTS	IR RESPON	SE 27AUG8	6
NAME/	ZAPATA YORKT				CG000174	CALL/	ZAPATAY	FLAG/ U	S
	RT AMENDING/		ERTIFICAT AMENDED/	E AMENDA 27AUG86	CASE AN	MENDING/	M18600	19938 C	
	EY/ ERMANENT STAB	ILITY LETTE		NDMENT 64JAN86					
_									

## E. Marine Inspection Pre-Inspection Package -- MIPIP.

## 1. MIPIP Purpose and Description.

- a. Represents a composite of all vessel-related MSIS information relevant to the inspection of a particular vessel.
- b. It includes all outstanding or otherwise critical items from previous Coast Guard contacts, a list of all required safety documents with their expiration dates, and a complete description of the physical systems and equipment on a vessel.
- c. Figure 7-5 shows MIPIP as it appears on the terminal.
- d. The use of MIPIP is illustrated in the following example sequence entitled: Printing the Pre-Inspection Package.

## Accessing MIPIP.

- a. Menu. MIPIP is normally accessed through MIEI.
- b. Free-Form. MIPIP can be accessed through free-form with:
  - -MIPIP, <E, U, or R>, VIN=<vessel identification number>

#### where:

E = entry mode

U = update mode

R = retrieval mode

VIN = vessel identification number

#### **EXAMPLE:**

#### -MIPIP,R,VIN=CG000156

- c. Selection From Other Products. MIPIP may be accessed from MISI.
- d. Product Use Authority Levels.

Access from MISI - 1
Access from MIEI or by free-forming - 3

- 3. MIPIP Data Entry Requirements and Explanation.
  - a. <u>General Processing</u>. MIPIP is normally accessed through MISI. Requesting the MIPIP through MISI causes the pre-inspection package to be "tickled"

7.E.3.a. (run in batch mode) overnight for printing the following day through PFSO. The pre-inspection package is selected and printed from PFSO in the same way as Marine Inspection letters.

The pre-inspection package consists of the following data in the following sequence:

### IDENTIFICATION DATA:

Α.	The case,	port, ar	nd date	the	PIP	was	generated.
	Vessel Id						(VFID)

### INSPECTION STATUS:

(MISS)
(MISF)
(VFLD)
(VFIP)
(MISD)
(MICP)
(VFDL)
(VFOC)
(VFCG)

### PARTICULAR DETAILS:

L.	Particular Summary	(VEPS)
	Construction Details	(VFCD)
N.	Design Details	(VFDD)
	Measurement Details	(VFMD)
	Operating Details	(VFOD)
Q.	Stability/Loadline Details	(VFSL)
Ŕ.	Cargo Authority	(VFCA)
S.	Specific Dangerous Cargo Authority	(VFCL)
	Conditions of Carriage	(VFCC)

### SYSTEM DETAILS:

OIO.	IEM DEIAIDS.	
U.	System Summary	(VFSS)
V.	Boiler Details	(VFBD)
	Examined Pressure Vessels	(VFPV)
х.		(VFCS)
	Hull Details	(VFHD)
	Propulsion Details	(VFPD)
	Steering Details	(VFSD)
	Navigation Details	(VFND)
	Electrical Details	(VFED)
DD.	Pump Details	(VFPD)
	Deck Machinery	(VFDM)
	Lifesaving Details	(VFLS)
	Portable Fire Fighting Details	(VFPF)
	Fixed Fire Fighting Details	(VFFF)
	Miscellaneous Systems	(VFMS)

## FOREIGN VESSELS:

HH. Subchapter O Endorsement (VFSOE)

7.E.3.a. (Cont'd)

Any MIPIP processed in batch mode and successfully generated is deleted automatically five (5) calendar days after generation, if not killed by the user during the processing of PFSO. MSIS does not generate a morning report to warn of these deletions.

b. Special Processing. If a problem develops with the printer (out of paper or jammed) during the direct printing of an MIPIP, the user presses ABORT to halt its processing. MSIS continues to download data until it reaches the end of a page. Printing may be resumed by pressing SHIFT PRINT to print the page stored in the C3's memory and then pressing SEND to signal MSIS to continue processing of the MIPIP. If the user wishes to end the processing altogether, he/she may press ABORT. The printing of the MIPIP is done in host print mode.

Please Note: When MIPIP is accessed through MISI and processed in batch mode, an authority level of 1 is required. When it is accessed through MIEI or free-formed, and therefore generated on-line, an access level of 3 is required.

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			•	
				*

CASE/ M186000051	PORT/ BC	L		DA	re/ 28AUG	86 PAGE/
		VESSEL ID	ENTIFIERS	(VFID)		
•	٠٠٠ ميد			•		
AME/ SEALIFT A LT VIN/ L7366348	TLANTIC		VII	i/ DN557002 C. —	ALL/ NIKA VESSEL	FLAG/ U ARCHIVED/
OAST GUARD CONTRO	L DOCUME	NTS: COI/	' X COD/ _	_ coc/ _		
ESPONSIBLE PORTS	*****	*****	****	*****	******	*****
-	INS	PECTION ST	MMUS SUTA	ARY (MISS)		
, <u>-</u>	SUMMA	ARY OF INSE	PECTION CR	TICAL ITEMS		
PI NOTICES/ DUT REQUIREMENTS/	Ø 2	SPEC CERT	DSN FEATUR	RES/ 1 FORCE/ Ø	INSPECTI	ON NOTES/
		PERIODIC :	INSPECTION	STATUS		
INSPECTION		\ST	-NEXT	CURRE	NT STATUS	
	PORT	DATE Ølaug84	DATE	ACTION	PORT	DATE
INITIAL CERT	CORMS	BIAUGO4	Ø1AUG88			
CERTIFICATION			Ø1AUG87			
REINSPECTION HULL EXAM	CORMS	Ølaug84	Ø1AUG9Ø			
COC						<del></del>
ANNUAL EXAM						
CARGO MONITOR CARGO SUPERVISN						
AMVER				<del></del>	<del></del>	
OTHER		<del></del>		M186000051	CORMS	Ø1SEP86
*****						******
		SCHEDULED	INSPECTIO	N (MISF)	· <b>-</b>	
INSPECTION TYPE (S)	: OTHE	R		222 03 05 /		IOTIEV/
DATE / Ø1SEP86 POI CONTACT / PORT ENG	RT/ CORM	S PROGRESS	IVE(X)/	KER CASE/	NOTIF	V DT/
CONTACT/ PORT ENG COMMENT/ DEFICIENC	INEER SM	ITH	LOCATION/	NC	NOTIE	
COMMENT/ DEFICIENC	CIES COR	RECTEDN	EED CLEAKI	NG.		

		VIN/ DN557002 DATE/ 28AUG86 PAGE/ 2
NAME/ SEALIFT	ATLANTIC	VIN/ DN55/002 DATE/ ZOROGOO THOSE/ I
	SAFETY/REGULATO	DRY DOCUMENTS (VFLD)
DOCUMENTATION FINANCIAL RESE SAFETY EQUIPME SAFETY CONSTRU LOADLINE CERT	PONSIBILITY VIOLE ENT CERT	AGENCY PORT DATE DATE STATUS  USCG WILVD 31MAY86 31MAY87 VALID  USCG GWER Ø10CT84 Ø10CT87 VALID  USCG HOUMI Ø5MAR85 Ø5MAR87 VALID  ABS NYC 28NOV84 31JUL89 VALID  ABS NYC 120CT84 13JUL89 VALID  USCG NEWMI Ø10CT84 31MAR88 VALID
INT'L OIL POLI SAFETY RADIO	TELEGRAPH	FCC NYC 25JUN86 25JUN87 VALID
CERTIFICATE OF	F INSPECTION MISSUSSES	******
	INVOLVED PARTY	IDENTIFIED (4111)
OWNER EFF. DATE	HYPERION SHIPPING CORPO	RATION PRIMARY IPN: IP86000005 ALT IPN(S):
15AUG86	224 FARVIEW RD.	MD 11689
OPERATOR EFF. DATE	HYPERION SHIPPING CORPO	RATION PRIMARY IPN: IP86000005 ALT IPN(S):
15AUG86	234 FARVIEW RD. OCEANSIDE	MD 11689
****	*************	**************************************
		DDIC INSPECTIONS
	- INSPECTION TYPE CERTIFICATION REINSPECTION HULL EXAM COC	### PRINCE PATE - ### ### ### ### #### ###############
	- EXAM TYPE - DRYDOCK ALTERNATE INTERNAL LIGHT DRAFT WORKING DRAFT	HULL EXAMSLAST EXAM DATE- Ø1AUG86
TANK IDENTIFIC ALL		LAST NEXT VALVES LAST

CURRENT GRATINGS PROVIDE EQUIVALENT FUNCTION.

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 4
NAME/ SEALIFT ATLANTIC
                     ---- VESSEL FILE OPEN CASES (VFOC) -----
       TOTAL OPEN CASES ON FILE FOR THIS VESSEL/ 1
                         CASE ACTION
                 CASE-
       SEL
              NUMBER DATE PORT PURPOSE PS84000448 23JAN84 HMRMS PORT SAFETY
                                                    PURPOSE / TYPE
       KEY
        1.
 **********
                    ---- COAST GUARD CONTACT LOG (VFCG) -----
        NUMBER OF COAST GUARD CONTACTS RECORDED SINCE/ Ø1AUG86
  1. PLAN REVIEW../ Ø 4. INSPECTIONS../ 1 7. POLL. CASES../
2. CONSTRUCTION./ Ø 5. BOARDINGS.../ Ø 8. CASUALTIES.../
3. DOCUMENTATION/ Ø 6. PORT CALLS.../ Ø 9. VIOL. REPORTS/
     CASE NUM PORT DATE CONTACT TYPE
                                                 INCIDENT TYPE
10. MI86000048 CORMS 01AUG86 INITIAL CERT INSPECTION
                                                                   HULL EXAM
*******************
                         ---- DESIGN DETAILS (VFDD) -----
                                           LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
SERVICE.../ PUB. TANKSHIP/BARGE DESIGN TYPE / CONVENTIONAL HULL VESSEL USE/ OIL PRODUCTS DECK DRAINAGE CLASS/
INSP SUBCH/ OD
                        --- CLASSIFICATION SOCIETY DATA ---
       --SCOPE--
HULL AMERICAN BUREAU OF SHIPPING
MACHINERY AMERICAN BUREAU OF SHIPPING
                                                             --CLASS--
                          --- SPECIAL DESIGN FEATURES ---
 1. VESSEL SYSTEM/ HULL
                                        UNIT/ MOBMS DATE/ 28AUG86
    SUMMARY / FOREPEAK IS PARTIALLY STRENGTHENED FOR COLLISION PROTECTION, BUT
               NOT SUFFICIENT FOR NORMAL ICE STRENGTHENED CLASSIFICATION.
************************
                       ---- MEASUREMENT DETAILS (VFMD) -----
                                           LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
                             --- REGISTERED MEASURES ---
TONNAGES..: GROSS../ 17157 ITC GROSS.../ 16276 DUAL GROSS...../
NET..../ 11858 ITC NET..../ 10457 DUAL NET...../
DIMENSIONS: LENGTH./ 564.80 BREADTH..../ 84.10 DEPTH....../ 45.70
                               --- DESIGN MEASURES ---
OVERALL LENGTH..../ 578.00 MOULD DEPTH../
LBP...../ MOULD BREADTH/ DEADWEIGHT TONS./ 27240
DSN WATER LINE LEN./ DESIGN DRAFT./
MIDSHIP SECTION MOD./ MTI-DESIGN DRAFT./
MIDSHIP SECTION MOD./
STILL WATER BEND MOM/
EFFECTIVE DATE..... / Ølaug86 Num Hist RECS/ Ø
***********
```

	OPERATING DETAILS (VFOD)
	LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
ROUTE CODE / 00 MAX PERSONS/ 37 AND/	MINIMUM CREW / 18 OTHER PERSONS IN CREW / 8 PASSENGERS/ PERSONS IN ADDITION TO CREW/ 11
MASTER/ CHIEF MATE/ SECOND MATE/ BRD MATE/ MASTER & IST PILOT./ CLASS PILOT./	MANNING REQUIREMENTS  RADIO OFFICER/ 1 CHIEF ENGINEER/ 1  OPERATOR./ FIRST ASST. ENGINEER./ 1  ORDINARY SEAMEN/ 6 SECOND ASST. ENGINEER/ 1  ORDINARY SEAMEN./ 3 3RD ENGINEZRS/ 1  DECKHANDS/ FIREMAN-WATERTENDERS./ OILERS/
CAPABILITIES REQUIRE EFFECTIVE DATE/	DESCRIBE/ DIN CREW: CERT. LIFEBOATMEN/ 4 CERT. TANKERMEN/ GlAUG86 NUM HIST RECS/ Ø  THE PERMITTED AND CONDITIONS OF OPERATION
A TOTAL OF FORTY-TONBOARD WHEN THE VECTOR OF STATE OF STA	TO IN CREW: CERT. LIFEBOATMEN/ 4 CERT. TANKERMEN/ WILLIAM CERT. TANKERM
A TOTAL OF FORTY-TONBOARD WHEN THE VECTOR OF STATE OF STA	CD IN CREW: CERT. LIFEBOATMEN/ 4 CERT. TANKERMEN/ 6 VID IN CREW: CERT. LIFEBOATMEN/ 4 CERT. TANKERMEN/ 6 VID PERMITTED AND CONDITIONS OF OPERATION  - O C E A N S -  WO (42) EXPOSURE SUITS ARE REQUIRED TO BE CARRIED VIDENCE OPERATES NORTH OF 32 DEGREES N. OR SOUTH OF 32 DE, IN THE ATLANTIC OCEAN OR WHEN IT OPERATES NORTH OF SOUTH OF 35DEGREES S. LATITUDE IN ALL OTHER WATERS.

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 6
NAME/ SEALIFT ATLANTIC
                       ---- CARGO AUTHORITY (VFCA) ----
                                      LAST REVISED: PORT/ MOBMS DATE/ 27AUG86
AUTHORIZATION..../ GRADE B AND LOWER AND SPECIFIED DANGEROUS CARGOES
46CFR SUBCHAPTER D AUTHORITY: HIGHEST GRADE/ B CAPACITY/ 229605 UNITS/ BBLS 46CFR SUBCHAPTER O AUTHORITY: PART 151/ PART 153/ X PART 154/
                    --- HAZARDOUS BULK SOLIDS AUTHORITY ---
                 --- LIQUID BULK CARGO AUTHORITY/CONDITIONS ---
                      * LOADING CONSTRAINTS - STRUCTURAL *
                                 MAX CARGO WEIGHT/TANK
                                                             MAXIMUM DENSITY
                                       (SHORT TONS)
                                                                (LBS/GAL)
                   TANK(S)
                                             7500
         ALL
                                                                  13.60
                      * LOADING CONSTRAINTS - STABILITY *
                                       MAXIMUM LOAD MAX DRAFT DENSITY
 HULL
                                        (SHORT TONS) (FT&INCHES) (LBS/GAL)
                   ROUTE(S)
 TYPE(S)
          INLAND WATERS
                                          125000
                                                      13.5 13.6
            ---- SPECIFIC DANGEROUS CARGO AUTHORITY (VFCL) ----
                                      LAST REVISED: PORT/ ____ DATE/ ___
                                                               CONT UN -REACT-
CHEM
CODE NOTE
                       CHEMICAL NAME
                                                               TYPE ID GRP EXC
     _ ACETIC ACID
 AAC
                                                                3 2789 12 Y
                                                                   1648 37 Y
 ATN
        ACETONITRILE
                                                                   1143 19 N
1277 7
 CTA
        CROTONALDEHYDE
 PRA
         (N-) PROPYLAMINE
BNZ BENZENE
                                                                2 1114 32 <del>Y</del>
**********
                   ---- CONDITIONS OF CARRIAGE (VFCC) -----
                                      LAST REVISED: PORT/ MOBMS DATE/ 27AUG86
 CARGOES WHICH, WHEN MIXED WITH EACH OTHER, REACT IN A HAZARDOUS MANNER MUST
 BE SEPARATED FROM EACH OTHER BY A COFFERDAM, EMPTY TANK, OR MUTUALLY COMP-
  ATIBLE CARGO. SUCH CARGOES SHALL NOT BE CARRIED IN TANKS HAVING A COMMON
 PIPING OR VENTING SYSTEM.
```

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 7
NAME/ SEALIFT ATLANTIC
                     ---- BOILER DETAILS (VFBD) -----
                                     LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
NUMBER OF MAIN PROPULSION BOILERS/ 0 NUMBER OF AUXILIARY BOILERS/ 2
                   --- MAIN PROPULSION BOILERS ---
 MAXIMUM STEAM PRESSURE ALLOWED/ 250 PSI
                                                       PRESSURE SPHT STATUS
DES SET TEMP (C/H)
                                           CONTRACT
  ID NUM
          TYPE
                   MANUFACTURER
                                            NUMBER
EFFECTIVE DATE/ Ølaug86 NUM HIST RECS/ Ø STATUS: C-CURRENT; H-HISTORY
                        --- AUXILIARY BOILERS ---
                                                        PRESSURE
 ID NUM
          TYPE
                    MANUFACTURER
                                              USE
                                                        DES SET TEMP (C/H)
BUF73132
           WT FOSTER WHEELER
                                                            250
                                       AUX
                                                                       С
NEW72131
           WT CROSBY-ASHTON
                                       AUX
                                                              70
EFFECTIVE DATE/ @laug86 NUM HIST RECS/ @ STATUS: C-CURRENT; H-HISTORY
                   --- SAFETY VALVE SPECIFICATIONS ---
 BOILER
                                                                     STATUS
ID NUM
            Q-NUMBER
                                                         MODEL
                     US E
                                      MANUFACTURER
                                                                      (C/H)
           1620012480 SAFETY
BUF73132
                                CROSBY ASHTON
                                                         HS-MS-15
                                                                       С
           1620012480 SAFETY
                                CROSBY ASHTON
BUF73132
                                                         HS-MS-15
                                                                       С
NEW73131
           1620112190 SAFETY
                                CROSBY ASHTON
                                                         HS-MS-15
                                                                       С
NEW73131
           1620112190 SAFETY
                              CROSBY ASHTON
                                                         HS-MS-15
EFFECTIVE DATE/ @laug86 NUM HIST RECS/ @ STATUS: C-CURRENT; H-HISTORY
                 --- MAIN STEAM PIPING SPECIFICATIONS ---
            MATERIAL
                              DIAMETER INITIAL WALL THICKNESS
         SMLS CRBN MOLY
                               2.5000
         CARBON STEEL
                               2.0000
             **********************
                ---- EXAMINED PRESSURE VESSELS (VFPV) ----
                                    LAST REVISED: PORT/ MOBMS DATE/ 27AUG86
      AIR RECEIVER/
      AIR RECEIVER/ 4 DC HEATER.../ Ø DRY BULK.../
EVAPORATOR../ Ø HEAT XCHANGE/ Ø HUMAN OCCUP./
                        DC HEATER.../
                                            DRY BULK..../
      INDUST SYSTM/ Ø
                       STEAM GEN.../ Ø
                                            OTHER....
 ID NUM
               TYPE
                            MANUFACTURER
                                                   LOCATION
                                                                MAWP CLASS
LOS7366
           AIR RECEIVER BUEHLER TANK WELDING
                                            ENGINE ROOM
                                                                  250 II
LOS73100
           AIR RECEIVER BUEHLER
                                             ENGINE ROOM
                                                                  250 II
           AIR RECEIVER MANCHESTER TANK & EQUI ENGINE ROOM
HOU7321
                                                                 160 II
HOU73208
           AIR RECEIVER MANCHESTER
                                             ENGINE ROOM
                                                                 160 II
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 8
NAME/ SEALIFT ATLANTIC
                     --- CARGO SPECIFICATIONS (VFCS) ---
                                        LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
CARGO HOLDS: NUM OF/ 0 GEAR TYPE/ REF/ HTD/ AC/ INERT/ CARGO TANKS: NUM OF/ 21 TOTAL VOL/ 9486700 IGS/ REF/ HTD/ CONT TYPE/ 2
TANKER BALLAST: CAPACITY/ 750000 SEGREGATED CAPACITY/ 225000 TANKS COATED?/ Y
             : DEFENSIVELY PLACED?/ _ PERCENT AREA COVERED/ _
                    --- CARGO HOLDS/GEAR DESCRIPTION ---
                      --- BULK LIQUID CARGO SYSTEM ---
NUM OF INDEP PUMPING SYSTEMS/ 5 NUM OF PUMPROOMS/ 1 OIL OUTFLOW CRITERIA?/ N
TANK CLEANING TYPE/ HI CAP WATER WASH GAS FREE FACILITY?/ Y IGS/
PUMPROOM VENTILATION/ VF TRANSFER CONTROL CLASS/ Pl REMOTE SHUTDOWN?/ Y
                        --- CARGO PIPING SYSTEM ---
TYPE/ DEEP WELL CARGO MAIN MATERIAL/ STEEL
                                                  PIPING CLASS/ 2 MAWP/ 125
LOC. OF MAIN/ MAIN DECK
                                      INTERCONNECTED TO SBT REQUIRING SEALS?/ N
VALVE CONTROL TYPE/ MAN CENTRAL CARGO CONTROL SYSTEM/ LOCATED IN SUP'R'STRUCTUR
                    --- CARGO PUMPING/PIPING DESCRIPTION ---
    FOUR CARGO PUMPS IN PUMPROOM ARE CONNECTED TO CARGO TANKS BY PIPING IN
    THE TANK BOTTOMS.
                       --- CARGO TANK ARRANGEMENT ---
    CARGO TANK
                         NUMBER OF
                                          HIGHEST
                                                            TOTAL
                                                            VOLUME
     LOCATION
                           TANKS
                                           GRADE
                                                           5257054
 CENTER-LINE.....
                             7
                             14
                                                           4229646
 WING....
 DEEP....
 CENTER-LINE DB.....
 TANK SPACE LENGTH/ 348 CTR TANK BRDTH/ 44.1 WING TANK BRDTH/ 20.0 CL BLKHD/ O
                    --- BALLAST SYSTEM FOR TANK VESSELS ---
                                                                       STATUS
                           ----- BALLAST TYPE -----
                                                                        (C/H)
                          SEGREGATED DEDICATED CLEAN
                                                            SLOPS
               VOLUME
  TANK ID
                75000
   3
                                                                          С
   6
                75000
                                               X
                                                                          C
                75000
   9
                                                               \overline{\mathbf{x}}
                75000
EFFECTIVE DATE/ 01AUG86 NUM HIST RECS/ 0 STATUS: C-CURRENT; H-HISTORY
```

NAME/ SEALIFT ATLANTIC	•
GROUP CARGO TANK SP REF	
TANK ENVIRONMENT./ NR MAWP/  DESCRIP/ SEVEN ROWS OF TANKSTHRE AFT.	E IN A ROWWITH SUPERSTRUCTURE LOCATED
HULL DETA	ILS (VFHD)
	LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
HULL MATERIAL./ STEEL HULL TYP CORROSION CONT/ IMP CURRENT DOUBLE E RUDDER TYPE/ UNCONVENT DOUBLE E NUM OF RUDDERS/ 1 FLANK RU DECK FRAMING/ COMB SIDE FRA	SCANT REDUCED?/ N FOREBODY/ VEE TYPE CONSTRUCT/ WELDED ICE STRENGTH?./ N BOTTOM FRAMING/ COMB
DECKS, FITTINGS AND WAND NUMBER OF DECKS/ 5 NUMBER OF HATCHES/ TYPE HATCH COVERS/ TYPE HATCH FASTENER/ NUM TRANS BULKHEADS/ 10 NUM LONG BULKHEADS./ 2	BULKHEAD MATERIAL./ STEEL
FEATURES/	
	**************************************
	LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
PROPULSION TYPE / DIESEL REDUCTION AUTOMATION LEVEL/ REVERSE TYPE/ PROPELLER AUX PROPULSION/	HP AHEAD/ 14000 SHAFTS / 1 HP ASTERN/ 7700 DES. SPEED / 16.00 AUTO BRIDGE?/ Y FLANK SPEED/
TYPE BRIDGE CONTROL/ ELECT CONSOLE MODEL NUMBER OF BASIC SYSTEM/ TEST PROCEDURES APPROVED: DATE/ 03JUN85	
	LLER(S) CONSTRUCTION/ BUILT NUM OF BLADES/ 4

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC VIN/ DN557002 DATE/ 28AUG86 PAGE/ 10
SHAFT BRG. SEAL STRESS CONT. INITSTERNSTRUT- IDENTIFICATION TYPE TYPE RELIEF LINER? DIA TOP BOT TOP BOT  H OL AXIAL CK Y 28.640 125 112 125 125
TYPE/ PNEUMATIC MANUFACT./ FALK MARINE AIRFLEX MODEL/ 412168
TYPE/ ARTICULATED MANUFACT./ FALK MARINE AIRFLEX MODEL/ 727300101
NUM OF UNITS TYPE HP MANUFACTURER MODEL
NUM OF UNITS VOLTS AC/DC HP MANUFACTURER MODEL  MOTORS/ Ø Ø Ø Ø GENERATORS./ Ø Ø Ø Ø SCR'S/ Ø Ø
MAIN PROPULSION RECIPROCATING MACHINERY NUM OF UNITS NUM OF CYL HP MANUFACTURER MODEL 2 16 12000 ENTERPRISE-DELAVEL DMRV-16-4
AUXILIARY PROPULSION TYPE HP MANUFACTURER MODEL
**************************************
LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
MAIN STEERING SYSTEM TYPE/ ELECTRO-HYD-RAM HP/ 40 GEAR MANUFACTURER/ SPERRY MODEL/ 13275
POWER TRANSFER METHOD/ 6WAY VALVE NUM OF CYLINDERS/ 2 NUM OF RAMS/ 2 STEERING CONTROL TYPE/ ELECTRIC NUM OF CONTROL STATIONS/ 1 TURN RATE IND?/ N AUXILIARY STEER TYPE / ELECTRIC EMER. STEER TYPE/ MECHANICAL-HAND RUDDER ANGLE IND MAN./ SPERRY RAND MODEL / 1886465VARØ3956 DESCRIPTION /
EFFECTIVE DATE/ Ølaug86 NUM HIST RECS/ Ø

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 11
NAME/ SEALIFT ATLANTIC
                     ---- NAVIGATIONAL DETAILS (VFND) -----
                                         LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
                           --- AVAILABLE EQUIPMENT ---
RADAR...../ 2 ANTI-COLL RADAR/ X RDF...../ X LORAN RECIEVERS/ X FATHOMETER.../ X MAG COMPASS.../ X GYRO COMPASS.../ X GYRO REPEATER../ X COURSE RECORDER/ X OTHER EQUIPMENT/ DECCA 2ND RADAR OMEGA SATNAV
              --- DESCRIPTION OF COMMUNICATIONS FROM BRIDGE TO ---
                                        STEER ENG ROOM / SPP VOICE TUBE EMER STEER STAT/ SPP VOICE TUBE
ENGINE ROOM/ SPP VOICE TUBE
RADIO ROOM./ SPP VOICE TUBE
                                                                              STATUS
                        --- EQUIPMENT IDENTIFICATION ---
                                                                SERIAL NUM
                                                                               (C/H)
                                        MANUFACTURER
                      MODEL
EQUIPMENT TYPE
                                                                                 C
                                                              RCV10093
                                  RAYTHEON
                 MARINERS PF
RADAR
                                                              RCV10101
                                  RAYTHEON
                 MARINERS PF
RADAR
                                                                                 С
                                                              DE741-1-49
                                  RAYTHEON
FATHOMETER
                 DE741
                                                                                 С
                                                              6000-321
LORAN RECIEVER RAYNAV 6000
                                  RAYTHEON
                                                                                 C
                                                              GØ112
                                  ITT MCKAY MARINE
                 4004A
RDF
                                                                                 C
                 MX1102-NV
                                  RAYTHEON
OTHER
                                                                                 C
                                                              1883454-B
                                  SPERRY
GYRO COMPASS
                 MK 227
                                                                                 C
                                                              1034091-1
                                  RAYTHEON
                 RAYCAS V
OTHER
                 OPEN SCL REP
                                  SPERRY
OTHER
                                                 STATUS: C-CURRENT; H-HISTORY
                           NUM HIST RECS/
EFFECTIVE DATE/
---- ELECTRICAL DETAILS (VFED) -----
                                          LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
                                          EMERGENCY SOURCE OF POWER AVAILABLE? / Y
TOTAL NUM SVC/EMER GENERATORS/ 4
                   --- SHIPS SERVICE/EMERGENCY GENERATORS ---
                                                            AC/
                                                                              STATUS
                                                             DC VOLT
                                                                           RPM (C/H)
                                                                      KW
                                                     DRIVE
                                        MODEL
NUM USE
              MANUFACTURER
                                                                450 1000
                                                                             900 C
                                                    IC ENG
                                                             AC
 2 SERV COLT INDUSTRIES
                                   503992R7
                                                                 450
                                                                      600
                                                                            1200 C
                                   5AT1830950A1
                                                    NEC
                                                             AC
  1 SERV GENERAL ELECTRIC
                                                                       150
                                                                            1800 C
                                                             AC 277
                                   150SUD9
                                                    IC ENG
 1 EMER KATO
                                                  STATUS: C-CURRENT; H-HISTORY
 EFFECTIVE DATE/ ØlAUG86 NUM HIST RECS/
                   --- SYSTEMS REQUIRING EMERGENCY BATTERIES ---
                                                      LOCATION
                                   NUMBER
                USE
                                              EMERGENCY GEN. ROOM
                                     24
        GENERAL ALARM
                                             BATTERY LOCKER, RADIO ROOM
        RADIO
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANTIC  PUMP DETAILS (VFPD)  LAST REVISED: PORT/ MOBMS DATE/ 28AUG86  NUMBER OF PUMPS BY PRIMARY USE CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3
LAST REVISED: PORT/ MOBMS DATE/ 28AUG86  NUMBER OF PUMPS BY PRIMARY USE CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3  PUMP DETAILS AND SPECIFICATIONS
LAST REVISED: PORT/ MOBMS DATE/ 28AUG86  NUMBER OF PUMPS BY PRIMARY USE CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3  PUMP DETAILS AND SPECIFICATIONS
CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3  PUMP DETAILS AND SPECIFICATIONS USE(P/S)  C S B F B S A T A I I T R R L R L A
CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3  PUMP DETAILS AND SPECIFICATIONS USE(P/S)  C S B F B S A T A I I T R R L R L A
CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3
CARGO/ 4 STRIPPING/ 3 BALLAST/ Ø FIRE/ 2 BILGE/ 3
PUMP DETAILS AND SPECIFICATIONS
A TAIIT R R L R L A
A T A I I T R R L R L A
RRLRLA
G I L E G T  RELIEF O P A . E U  VALVE S S  QTY MANUFACTURER TYPE CAP. DRIVE SET LOCATION . T C/H  2 WORTHINGTON CENTR 450 ELECTRIC ENG. ROOM P CENTR 4200 ELECTRIC PUMPROOM P S S S C  3 WORTHINGTON CENTR 4200 ELECTRIC PUMPROOM P S S S C  3 BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM P S S C
RELIEF O P A . E U VALVE S S  QTY MANUFACTURER TYPE CAP. DRIVE SET LOCATION . T C/H  2 WORTHINGTON CENTR 450 ELECTRIC ENG. ROOM P CENTR 4200 ELECTRIC PUMPROOM P S S C  3 WORTHINGTON CENTR 4200 ELECTRIC PUMPROOM P S S C  3 BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM P S S C
VALVESS  QTY MANUFACTURER TYPE CAP. DRIVE SET LOCATIONTC/H  2 WORTHINGTON CENTR 450 ELECTRIC ENG. ROOM P C  3 WORTHINGTON CENTR 425 ELECTRIC ENG. ROOM S S P C  4 WORTHINGTON CENTR 4200 ELECTRIC PUMPROOM P S S C  3 BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM P S S C
QTY MANUFACTURER TYPE CAP. DRIVE SET LOCATION T C/H 2 WORTHINGTON CENTR 450 ELECTRIC ENG. ROOM P C 3 WORTHINGTON CENTR 425 ELECTRIC ENG. ROOM S S P C 4 WORTHINGTON CENTR 4200 ELECTRIC PUMPROOM P S S C 3 BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM P S S C
2 WORTHINGTON CENTR 450 ELECTRIC ENG. ROOM 5 S P C 3 WORTHINGTON CENTR 4200 ELECTRIC PUMPROOM P S S C 3 BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM P S S C
3 WORTHINGTON 4 WORTHINGTON CENTR 4200 ELECTRIC PUMPROOM PSSSC BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM PSSCC
3 BLACKMER PUMP CO. CENTR ELECTRIC PUMPROOM PSS C
J Dunomina Come out
EFFECTIVE DATE/ Ø1AUG86 NUM HIST RECS/ Ø STATUS: C-CURRENT; H-HISTORY
EDUCTORS AND EJECTORS
SPACE SERVED NUM SPACE SERVED NUM FOREPEAK 1 COFFERDAM 1 POW THRUSTER 1
FOREPEAK 1 COFFERDAM 1 CHAIN LOCKER 1 BOW THRUSTER 1
DECK MACHINERY DETAILS (VFDM)
LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
NUMBER OF ANCHORS/ 3 NUMBER OF BOW THRUSTERS/ 1 NUMBER OF STERN THRUSTERS/ 0
ANCHOR/CABLE SPECIFICATIONS STATUS
TYPE LOCATION WEIGHT TYPE DIA. LENGTH (C/H) PLOW PORT 4848 CHAIN 2.75 990 C
TYPE LOCATION WEIGHT TYPE DIA. LENGTH (C/H)
DIOW STRD 4848 CHAIN 2.75
PLOW BOW 4871  EFFECTIVE DATE/ NUM HIST RECS/ STATUS: C-CURRENT; H-HISTORY
EFFECTIVE DATE/ NUM HIST RECS/ STATUS: C-CURRENT; H-HISTORY
WINDLASS/WINCH DATA STATUS
DDIVID (C/V)
DEVICE SERIAL NUM MANUFACTURER MODEL DRIVE (C/H)
WINDLASS 100370003 PINE TREE ENGINEERING 275 HWH 100 ELECTRIC C
WINDLASS 100370003 PINE TREE ENGINEERING 275 HWH 100 ELECTRIC C
WINDLASS 100370003 PINE TREE ENGINEERING 275 HWH 100 ELECTRIC C WINCH (TOTAL OF 4) A.C. HOYLE CO. ELECTRIC C WINCH (TOTAL OF 4) A.C. HOYLE CO. TATUS: C-CURRENT; H-HISTORY
WINDLASS 100370003 PINE TREE ENGINEERING 275 HWH 100 ELECTRIC C

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 13
NAME/ SEALIFT ATLANTIC
                   ---- LIFESAVING DETAILS (VFLS) -----
                                   LAST REVISED: PORT/ CORMS DATE/ 28AUG86
                                                                 REQUIRED
                     NUMBER
                               PERSONS
                                                                   42
                                        LIFE PRESERVERS (ADULT) ....
                                 37
TOTAL EQUIPMENT FOR
                                        LIFE PRESERVERS (CHILD) ....
                                 37
 LIFEBOATS (PORT) .....
                                        RING BUOYS (TOTAL) .....
                                                                    18
                                 37
 LIFEBOATS (STARBD) .....
                         1
                                 74
                                          WITH LIGHTS*.....
 MOTOR LIFEBOATS*.....
                                          WITH LINE ATTACHED*....
 RESCUE BOATS/PLATFORMS
                                          OTHER*....
 LIFEBOATS W/RADIO*....
                                        SURVIVAL SUITS.....
 INFLATABLE RAFTS.....
                                        PORTABLE LIFEBOAT RADIOS..
 LIFE FLOATS/BOUYANT APP
                                        EPIRB.....
  (* INCLUDED IN TOTALS)
               --- DISENGAGING AND LAUNCHING APPARATUS ---
                                                 MANUFACTURER
                                   TYPE
                                            WELIN-DAVIT
    DAVITS.....
                                  GRAV
                                  GROOVED
                                            WELIN-DAVIT
    WINCHES....
                                 ROTTMER
                                            ROTTMER
    DISENGAGING APPARATUS.....
                    WINCH
                           STATUS
                                                         WINCH
                                                                  STATUS
BOAT
        DAVIT
                                    BOAT
                                            DAVIT
                                                                  (C/H)
        SERIAL
                    SERIAL
                            (C/H)
                                    NUM
                                            SERIAL
                                                        SERIAL
NUM
                407-80-WR
                                                      407-81-WR
                                           407-65-DL
                             С
                                    2
      407-62-DL
EFFECTIVE DATE/ @1AUG86 NUM HIST RECS/ @ STATUS: C-CURRENT; H-HISTORY
            --- LIFERAFTS, LIFEFLOATS, AND BOUYANT APPARATUS ---
                                                              DATE STATUS
                                             MAT'L
                                                     TYPE CAP
                                                              BUILT (C/H)
               MANUFACTURER
                                  SERIAL/LOT
 Q NUMBER
                                  11
                                            RUBBER
                                                     INFL 20 21APR82 C
         SEA JAY ELLIOT
160051981
                                                     INFL 20 21APR82 C
                                            RUBBER
160051981 SEA JAY ELLIOT
                                  11
                                            RUBBER
                                                           6 23SEP82 C
                                                     INFL
160051901
          SEA JAY ELLIOT
                                  18
EFFECTIVE DATE/ Ølaug86 NUM HIST RECS/ Ø
                                        STATUS: C-CURRENT; H-HISTORY
                     --- LINE THROWING APPLIANCES ---
                    TYPE
                                   MANUFACTURER
                *********
              ---- PORTABLE FIRE FIGHTING DETAILS (VFPF) -----
                                   LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
                                B-II/
                                        22
                                             B-III/
                                                      Ø
       A-II/
               Ø
                     B-I/
                            Ø
                     B-V/
                                 C-I/
                                         a
                                             C-II/
                      --- SPARE PORTABLE CHARGES ---
     AGENT
              NUM. CAP.
                          AGENT
                                   NUM. CAP.
                                                    AGENT
                                                              NUM. CAP.
        --- FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE ---
                            COMMENT
                                     -REQUIRED- ----ON HAND-----
                                                   NUM CLASS
                              (*)
                                      NUM CLASS
       SPACE PROTECTED
                                       1 C-II
                                                    1 C-II
                                                               C02
WHEELHOUSE
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

```
VIN/ DN557002 DATE/ 28AUG86 PAGE/ 14
NAME/ SEALIFT ATLANTIC
           --- FIRE EXTINGUISHERS - HAND PORTABLE AND SEMI-PORTABLE ---
                                      COMMENT -REQUIRED- ----ON HAND-----
                                          (*) NUM CLASS NUM CLASS AGENT

1 C-II 1 C-II CO2

- 8 B-II 8 B-II DRY CHEM

- 1 B-II 1 B-II CO2

- '2 B-II 2 B-II CO2

- 1 B-II 1 B-II DRY CHEM

- 3 B-II 3 B-II DRY CHEM

- 1 B-V 1 B-V DRY CHEM

- 1 B-V 1 B-V DRY CHEM

- 6 B-II 9 B-II DRY CHEM

- 1 C-II 1 C-II CO2

- 1 C-II 1 C-II CO2

- 1 B-II DRY CHEM
                                                                         NUM CLASS
                                         (*) NUM CLASS
          SPACE PROTECTED
COMM. CORRIDORS
PUBLIC SPACES
GALLEYS
PAINT & LAMP ROOMS
STOREROOMS
OIL-FIRED BOILERS
AUX. MACHINERY SPACE
MACHINERY SPACE
IC ENGINE SPACE
AUX SPACES
 PUMP ROOM
                      ---- FIXED FIRE FIGHTING DETAILS (VFFF) -----
                                                   LAST REVISED: PORT/ MOBMS DATE/ 28AUG86
                                      --- GENERAL DATA ---
NUMBERS OF: HOSE STATIONS/ 28 FIRE AXES/ 5 FIREMAN OUTFITS/ 2 BREATHING APP/ 2
FIRE PUMPS: NUM OF/ 2 LOCATION/ ENG. ROOM AND SHAFT ALLEY
STRUCTURAL FIRE PROTECTION: PRESENT?.../ N PLAN NUMBER/
NUMBER OF VERTICAL ZONE BULKHEADS...../
 SHIPBOARD LOCATION OF FIRE CONTROL PLANS/ 04 DECK
                                      --- HOSE DETAILS ---
NUMBER OF NOZZLES / APPLICATORS

1.5 INCH COMB. NOZZLES...../ 10

2.5 INCH COMB. NOZZLES...../ 10

2.5 INCH COMB. NOZZLES...../ 10

STR STREAM NOZZLES (TOTAL)./

NUMBER OF APPLICATORS...../ 7

NUMBER OF APPLICATORS...../ 7
                                                           NUMBER OF HOSES LINED UNLINED
                             --- FIXED EXTINGUISHING SYSTEMS ---
                                                                                                STATUS
                                                                # REL.
                                                        CAP. STA TYPE MANUFACTURER (C/H)
 SPACE PROTECTED AGENT
CARGO DECK & PUMP ROOM FOAM
MACHINERY SPACE CO2
ENGINEERS PAINT LOCKER CO2
                                                         475 MAN NATIONAL FOAM SYSTEM C
6900 MAN WALTER KIDDE C
100 MAN WALTER KIDDE C
225 MAN WALTER KIDDE C
300 MAN WALTER KIDDE C
 ENGINEERS PAINT LOCKER CO2
EMERGENCY GENERATOR ROOM CO2
BOSN'S PAINT LOCKER CO2
EFFECTIVE DATE/ GIANGRE
                                                            STATUS: C-CURRENT; H-HISTORY
                                                                                                STATUS
                           --- FIRE DETECTING AND ALARM SYSTEMS ---
                                                                                                  (C/H)
                                            DETECTOR TYPE MANUFACTURER
            SPACE PROTECTED
 EFFECTIVE DATE/ _____ NUM HIST RECS/ Ø STATUS: C-CURRENT; H-HISTORY
```

FIGURE 7-5. EXAMPLE OF MIPIP (Continued)

NAME/ SEALIFT ATLANT FUEL FLASHPOINT (DEGR CARGO VENT DISTANCE TYPE OF HOUSE-FRONT SPE	 EES F)	TANK VESSE		<b>-</b>	DATE/ 28		PAGE/ 15
TYPE OF HOUSE-PRONT	EES F)	/, _	L SUPPI	LEMENT			
	CIAL FIF	TECTION/ _			IGHT		
	****	****	****	****	*****	*****	*****
**********	MI	SCELLANEOUS	SYSTE	MS (VFMS)			•
•			LAST	REVISED:	PORT/	DATI	E/
NUMBER OF MISCE	LLANEOUS	SYSTEMS/	Ø				
1. SYSTEM/ _ MANUFACTURER/ _ OWNER/ _				ID NUMBE MODEL	./ 		<u>-</u>
· · · · · · · · · · · · · · · · · · ·	TYPE	AMOUNT		KEY DA INSTALL./ BUILD/ APPROVE./			
<b>-</b>			*****	*****	*****	*****	*****
****	* * * * * * * * * * * * * * * * * * * *	***	END *	**			
		***	END ~				•

# MIPIP / Entry / Printing the Pre-Inspection Package

## STEP 1

- Select PFSO from the MSIS Directory
- COMMAND: SEL,14
- SEND

												,
	COMMAND /	/SEL,14						MAKE	E NEXT	SELECT	CION	13.11000
	MSIS			ME	SIS DIR	RECTOR	Y				28	BAUG86
	<msts></msts>	WELC	DME TO T	HE WONDER	FUL WOR	RED OF	FUNCTI	ONAL	TESTI	NG	<ms< td=""><td>STS&gt;</td></ms<>	STS>
			PODICT	DEVELOPER PROBLEMS	ON THE	MSBB.	THANK	(-YOU				
	<msts></msts>	-FOR	A LIST	OF PRODUCT	T REVIS	SIONS	ROLLED	INTO	TEST	SEE VDE	FI KMS	STS>
	ACT	IVITIES	-F I	UPDATE-		SEL,	MS	SIS S	UBJECT	r FILES		SEL,
	VESSEL.	DOCUMEN'	ration.2	7AUG86(	VDEI)	1	PORT	FILE		(1	PFEI)	21
	MARINE	INSPECT	ION Ø	7MAY86(	MIEI)	2	VESSE	EL FI	LE	FORMS (\ (\) (1	VFEI)	22
	PORT S	AFETY		(1	PSEI)	3	VESSE	EL LO	GS & E	FORMS.(\	VFLI)	23
	MARINE	CASUALT'	Y	(1	MCEI)	4	FACII	LITY	FILE.	(1	FFEI)	24
	MARINE	POLLUTI	ON	(1	MPEI)	5	PARTY	Y FIL	E	• • • • • • ()	PNEI)	25
	MARINE	VIOLATI	ON	(1	MVEI)	6	CARGO	) FIL	Е	((	CFEI)	26
	GEN	ERAL ADM	IN -BB	UPDATE-								
				27AUG86(						SWORD).		
	INCOMI	NG MAIL	LOGM	1B(	PFIML)	12	LOGO	UT	• • • • •	• • • • • •	• • • • •	32
				1R(		13						
١				30(		14						
ı												

## STEP 2

- MSIS responds with PFSO
- Enter 2 to select the Preinspection Package
- SEND

COMMAND /PFSO	RESPONSE/PLS ENTER YOUR RESPONSE PORT FILE SCHEDULED OUTPUTS 28AUG86
PORT/ SI	MI .
SELECT CHOIC	OF SCHEDULED OUTPUTS, KEY NUMBER HERE/ 2
1. INSP	CTION LETTERS/ 2
2. PREI	SPECTION PACKAGE/ 2

#### STEP 3

 MSIS lists the available preinspection packages ready for printing

```
RESPONSE/PLS ENTER YOUR RESPONSE
COMMAND /_
                                                                                 28AUG86
                            PORT FILE SCHEDULED OUTPUTS
PFSO
    PORT/ SIMMI
                                       TOTAL NUMBER OF PREINSPECTION PACKAGES/ 2
PORT/ SIMMI
 I (P/K)
                    --- PREINSPECTION PACKAGES READY TO PRINT OR KILL---
    R 5
                                                                                   NO.
     E Y
                                                             CASE DATE PGS
MI86000030 26AUG86 9
MI86001239 28AUG86 17
              VIN
                                   SUBJECT NAME
    Q S
  1. P CG000156
2. CG000236
                       LINCOLN
                       CERES
```

## STEP 4

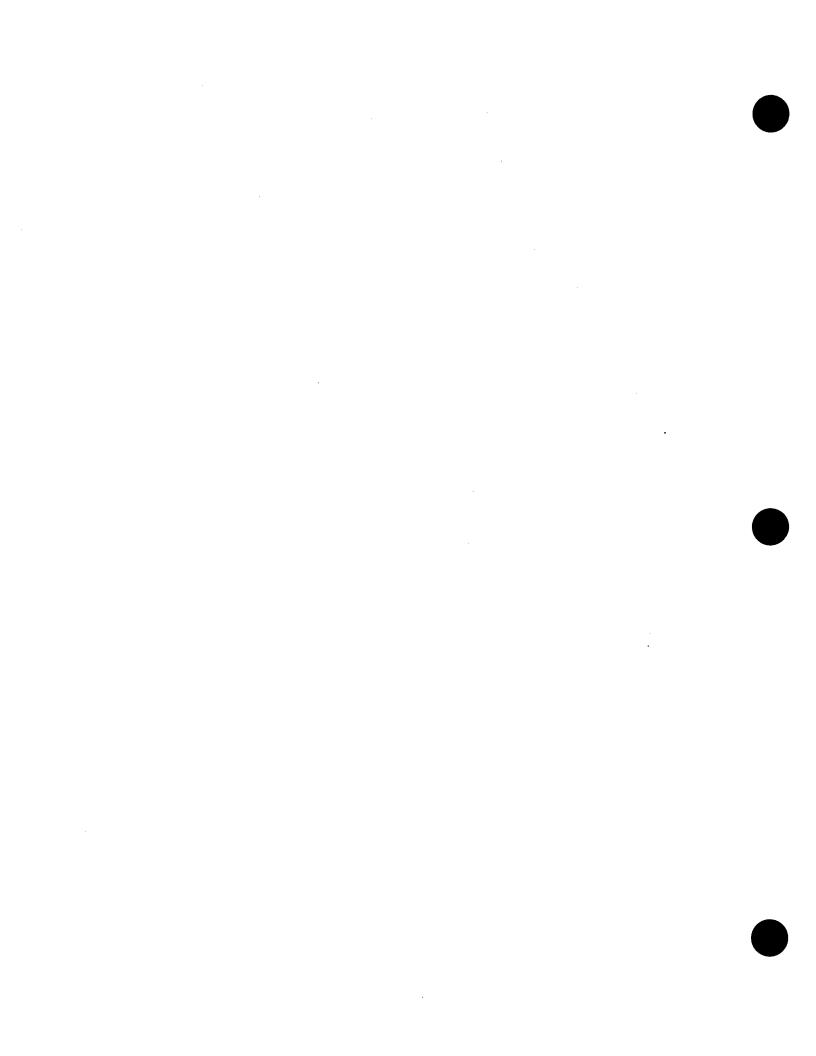
- Enter P in the REQ slot for the package desired
- SEND

```
RESPONSE/PLS ENTER YOUR RESPONSE PORT FILE SCHEDULED OUTPUTS
COMMAND /_
                                                                                       28AUG86
PFSO
    PORT/ SIMMI
                                          TOTAL NUMBER OF PREINSPECTION PACKAGES/
PORT/ SIMMI
 I (P/K)
                      --- PREINSPECTION PACKAGES READY TO PRINT OR KILL---
   E Y
Q S
                                                                                         NO.
                                                                  CASE DATE PGS
MI86000030 26AUG86 9
MI86001239 28AUG86 17
                                     SUBJECT NAME
              VIN
  1. P CG000156
2. P CG000236
                         LINCOLN
           CG000236
                         CERES
```

## STEP 5

 MSIS prints the preinspection package on the printer and responds with a confirmation when printing is complete

PORT FILE S	RESPONSE/MSIS CHEDULED OUTPUTS	NEXT ON QUEUE	28AUG
ESSFULLY			
		PORT FILE SCHEDULED OUTPUTS	



## F. Marine Inspection Letters.

The Marine Inspection product set contains seven products which generate letters to a vessel's operator for various purposes. These letters inform the operator of a needed inspection, an expired COI, the extension of compliance dates for outstanding requirements and non-compliance with such requirements. These seven Marine Inspection products are:

- Marine Inspection Letter of Notification (MILON)
- Marine Inspection Letter of Expiration of Certification (MILEC)
- Marine Inspection Letter of Extension of Requirements (MILER)
- Marine Inspection Letter of Issuance of Requirements (MILIR)
- Marine Inspection Initial Letter of Non-Compliance (MIILN)
- Marine Inspection Final Letter of Non-Compliance (MIFLN)
- Marine Inspection Reinspection Notification Letter (MIRNL).

The seven letters are generated by MSIS based on "tickler" dates established by other Vessel File and Marine Inspection products as well as by the letters themselves. Figure 7-7 shows how these letters are sequenced and which products or letters trigger a succeeding letter. For example, MILON is tickled by a validated MIAR which sets the date for the next certificate inspection. Taken as a whole, the seven letters are sequenced by the inspection (and citation of outstanding requirements) process characterized by the MSIS products MIAR, MIDR, and MIDF. The seven Marine Inspection letters will each be discussed in more detail below.

# 1. Marine Inspection Letters Purpose and Description.

- a. MILON MILON is used to generate a letter to a vessel's operator 60 days before the due date of the vessel's inspection for Certification.
- b. MILEC MILEC is used to generate a letter to the vessel's operator, on the vessel's COI expiration date, indicating that the vessel's COI has expired.

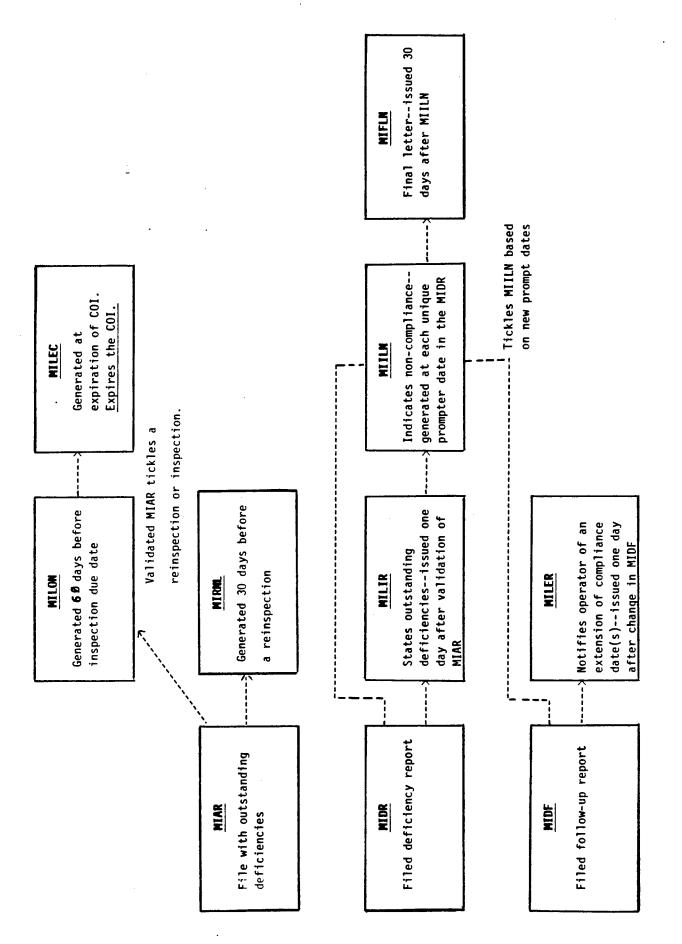


FIGURE 7-7. GENERATION SEQUENCE OF MARINE INSPECTION LETTERS

- 7.F.l. c. MILER MILER generates a letter to a vessel's operator listing the old and new compliance dates for all outstanding requirements which have had their compliance dates extended.
  - d. MILIR MILIR writes a letter to a vessel's operator informing him/her that requirements remain outstanding against the referenced vessel as a result of the subject inspection case.
  - e. MIILN MIILN generates a letter to a vessel's operator indicating non-compliance with outstanding requirements issued against the referenced vessel.
  - f. MIFLN MIFLN is used to generate the final letter to the operator of a referenced vessel indicating non-compliance with outstanding requirements.
  - g. MIRNL MIRNL issues a letter to a vessel's operator 30 days before a reinspection. It also includes any outstanding or impending hull exams.
  - h. Signature authority for all letters is set on PFID.
  - In some instances, letters may be regenerated by MSIS. Contact GMVI for assistance.
  - j. Figures 7-8 through 7-14 show examples of the seven Marine Luspection letters.

# Retrieving Marine Inspection Letters.

#### a. MILON.

- (1) Menu. None.
- (2) Free-Form. None.
- (3) Selection from Other Products. MILON may be retrieved through PFSO.

## b. MILEC.

- (1) Menu. None.
- (2) Free-Form. Non.
- (3) Selection from Other Products. MILEC may be retrieved through PFSO.

## 7.F.2. c. MILER.

- (1) Menu. None.
- (2) Free-Form. See Special Processing.
- (3) Selection from Other Products. MILER may be retrieved through PFSO.

## d. MILIR.

- (1) Menu. None.
- (2) Free-Form. See Special Processing.
- (3) Selection from Other Products. MILIR may be retrieved through PFSO.

## e. MIILN.

- (1) Menu. None.
- (2) Free-Form. None.
- (3) Selection from Other Products. MIILN may be retrieved through PFSO.

## f. MIFLN.

- (1) Menu. None.
- (2) Free-Form. None.
- (3) Selection from Other Products. MIFLN may be retrieved through PFSO.

## g. MIRNL.

- (1) Menu. None.
- (2) Free-Form. None.
- (3) Selection from Other Products. MIRNL may be retrieved through PFSO.
- h. Product Use Authority Levels.

Not Applicable.

- 3. Marine Inspection Letters Data Entry Requirements and Explanation.
  - a. MILON. MILON generates the Letter of Notification to a vessel's operator informing him/her that an inspection for Certification is due within 60 days.

7.F.3.a. If the operator is unknown to MSIS, MILON makes an (Cont'd) entry into the POC's morning report.

MILON is tickled by a validated MIAR which sets the date for the next certificate inspection. This prompt causes MILON to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MILON updates the vessel's MISS with the statement "SENT MILON" and the date. It also tickles the MILEC letter for execution on the COI expiration date, if the inspection type is certification.

b. MILEC. MILEC generates a letter to the operator of the subject vessel notifying him/her that the vessel's Certificate of Inspection has expired. MILEC is generated at the expiration date of the COI.

MILEC is prompted (tickled) on the expiration date of the COI by MILON at the time a MILON is sent for a certificate of inspection. This prompt causes MILEC to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MILEC updates the vessel's MISS with the statement "SENT MILEC" and the date. It also updates the VFLD COI document record status of the vessel with the word "EXLIRED".

c. MILER. MILER writes a letter to the vessel operator confirming his/her request to extend the compliance date(s) of the requirement(s) issued during the subject inspection. The reference case must have had the prompt date(s) changed, via MIDF, for one or more of its outstanding requirements before MILER can be generated.

MILER is prompted one day later by the aforementioned prompt date changes on MIDF. This prompt causes MILER to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MILER updates each requirement definition (on MIDR) listed by the letter with the word "MILER" to prevent the same requirement from being listed again by a different execution of MILER.

7.F.3. d. MILIR mail generates a letter to the vessel operator informing him/her of the issuance of outstanding requirements as a result of the subject inspection case. The MILIR is issued one day after the validation of the MIAR containing the outstanding requirements.

MILIR is prompted (tickled) by outstanding requirements listed on the vessel's MIDR. This prompt causes MILIR to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO. Please note that the MILIR letter is terminated if all requirements have been updated since MILIR was ticked by the validation of the MIAR. MILIR updates each requirement definition (on MIDR) listed by the letter with the word "MILIR".

e. MIILN meretes a letter to the vessel operator informing him/her of non-compliance with outstanding requirements initiated by the subject inspection case. The MIILN is sent only when one or more outstanding requirements exist that have a prompt date as old or older than the current date and that have not been listed by a previous MIILN letter.

MIILN is prompted (tickled) by the validation of the MIAR to execute on each unique prompt date found in the list of outstanding requirements. If the prompt date is not set by the user, a default of 5 days after the compliance date is used.

MIDF also tickles separate follow-up MIILN letters for each unique change in prompt dates found in the list of outstanding requirements. MIILN executes on each of the new prompt dates. Both of these prompts causes MIILN to be listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO.

MIILN updates each requirement definition (on MIDR) listed by the letter with the word "MIILN" and with the new MIFLN prompt date (requirement prompt date plus 30 days). MIILN also tickles a follow-up MIFLN letter to execute 30 days hence.

f. MIFLN. MIFLN writes the final letter to the vessel operator informing him/her of non-compliance with outstanding requirements issued against the referenced vessel. MIFLN is prompted (tickled) by MIILN 30 days after MIILN is executed.

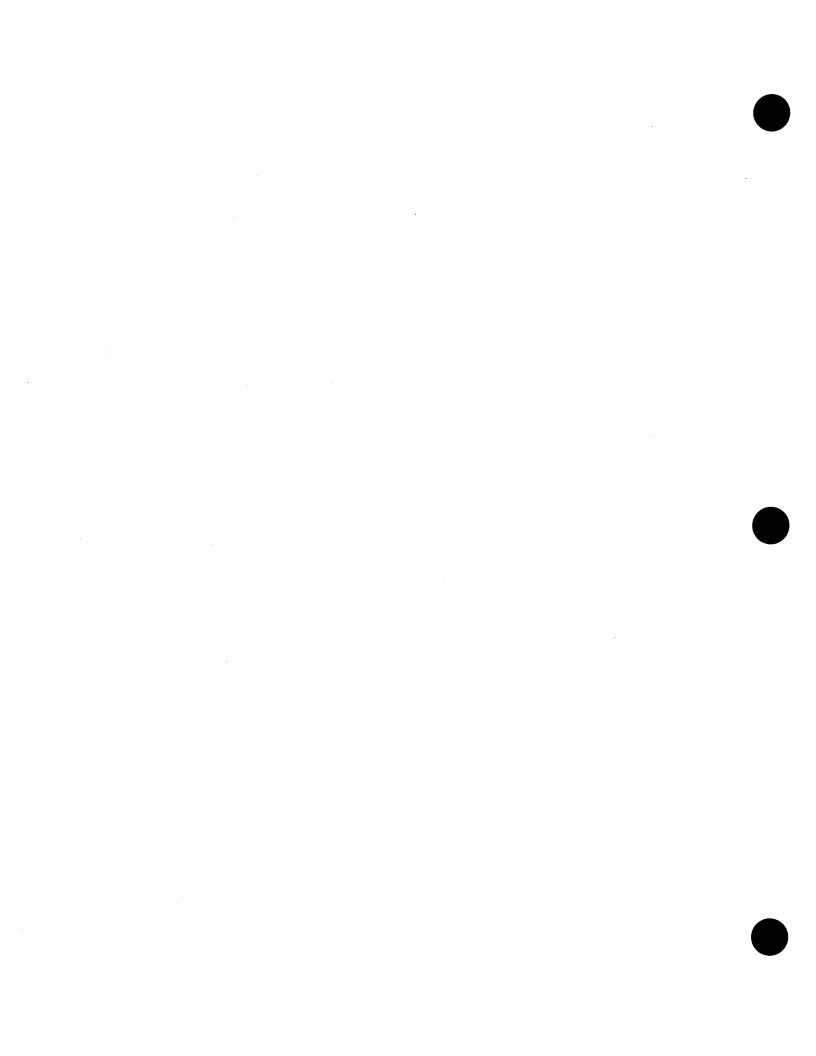
7.F.3.f. (Cont'd)

MIFLN is listed on PFSO as a letter scheduled for output. The letter may then be printed and deleted from PFSO. MIFLN updates each requirement definition (on MIDR) listed by the letter with the word "MIFLN".

g. MIRNL. MIRNL generates a letter to the vessel operator notifying him/her that a reinspection is due. This letter also lists any outstanding or impending (within 30 days) hull exams. The MIRNL is issued 30 days prior to the reinspection and is prompted (tickled) by the validation of the MIAR. The MIRNL is listed on PFSO as a letter scheduled for output; it may be printed and deleted from PFSO.

Note: Whether viewed on the screen or printed, all MI letters display the message, Cannot Generate <letter> for VIN-----, when a letter can not be composed due to missing information. This message alerts the user that a particular letter can not be viewed or printed, though all other queued up letters can be printed or displayed without mishap.

Special Processing. Normally, MSIS executes the function to "write" letters in the evening in background mode. It is possible to "write" a letter in advance of the normal system process. To do this: (1) the conditions which would normally generate a letter must be met, e.g., there must be a case with outstanding requirements and a letter for that case must not already exist; (2) execute the MIAR for the case in any mode to identify the case to MSIS; (3) enter the free-form command -MILIR, E or -MILER, E in the command line and press SEND. MSIS will then prompt when the process is complete and the letter will be available at PFSO. The same process can be used to regenerate a letter (with a new date or signature authority) if desired. It is important that the initial letter must be deleted from PFSO to successfully regenerate a new letter.



COMMANDING OFFICER
U.S. COAST GUARD
DOCUMENTATION OFFICE

BOSTON DOCUMENTATION 447 COMMERCIAL STREET BOSTON, MA Ø2109 (617) 223-1470

16711 12JAN88

GORDON A. BAKER, JR. SUITE 301
9532 MUIRKIRK ROAD
LAUREL, MD 20708

Subject: COWABUNGA

O.N. CG000184

Our records show the above vessel's Certificate of Inspection (COI) will expire on 12MAR88.

The Maritime Safety Act of 1984 (46USC 3309) requires you to notify the Coast Guard in writing, 30-60 days prior to expiration of a vessel's COI, if that vessel will or will not require an inspection. If you have not already made arrangements for this inspection, please send the notice to the OCMI that will conduct the inspection, if known. Otherwise, send it to this office.

The form below may be detached and sent as the required notice. Enclosed is an application for inspection (FORM CG3752) which may be used instead, if submitted within the required time frame. You should confirm the inspection date and location by telephone 15-30 days prior to the desired inspection date.

This letter does not relieve you of responsibility under the law to provide the required notice. Failure to provide notice may subject you to a civil penalty of \$1000.

G CHERETIS
U. S. COAST GUARD
CAPTAIN OF PORT
BY DIRECTION OF THE COTP

VESSEL NAME: COWABUNGA O.N.: CG000184	
THIS VESSEL WILL REQUIRE A COAST GUARD INSPECTION.	
THIS VESSEL WILL NOT OPERATE SO AS TO REQUIRE AN INSPECTION.	•
LAUREL, MD 20708 SIGNATURE, TITLE	

FIGURE 7-8. EXAMPLE OF MILON

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COMMANDING OFFICER
U.S. COAST GUARD
DOCUMENTATION OFFICE

BOSTON DOCUMENTATION 447 COMMERCIAL STREET BOSTON, MA Ø2109 (617) 223-1470

16711 CG000194 12JAN88

DAVID B SMITH 2100 SECOND STREET, SW WASHINGTON, DC 20533-0001

Subject: Expiration of Certificate of Inspection

Vessel: THE SCROOGE

A review of our records indicates that the above vessel is overdue for inspection for Certification and that the certificate you now hold has expired.

You are requested to contact this office regarding the inspection(s) required to renew your certificate. Please forward the expired certificate to this office immediately.

JANICE HADLEY
CIVILIAN, U. S. COAST GUARD
MANAGER

. Section 1.

COMMANDING OFFICER U.S. COAST GUARD MARINE SAFETY OFFICE

MSO CORPUS CHRISTI 1415 SUITE 16 CORPUS CHRISTI, TX 55555 (512) 888-3162

16711 CG000135 06JAN88

OIL RESOURCES INC 22 MARKWOOD LANE SANDY BEACH, VA 23602

Subject: Extension of Outstanding Requirements Due Date

Inspection Case: MI87000055 Conducted: 04DEC87

Vessel: HOLLYWOOD CHEM JIM

Your request for extension of time to comply with the outstanding requirements on the vessel noted above has been granted.

The requirements with their new compliance dates are listed on the attached sheet.

KEVIN ASKEW
CAPTAIN, U. S. COAST GUARD
COMMANDING OFFICER

VESSEL: HOLLYWOOD CHEM JIM

VIN: CG000135 DATE: 06JAN88

---LIST OF REQUIREMENTS---

IDENT

COMPLIANCE DATE 04FEB88

DATE ISSUED Ø4DEC87

ISSUING PORT CORMS

---DESCRIPTION---

ITEMS NEED TO BE REPLACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

COMMANDING OFFICER U.S. COAST GUARD MARINE SAFETY OFFICE MSO CORPUS CHRISTI 1415 SUITE 16 CORPUS CHRISTI, TX 55555 (512) 888-3162

16711 CGØØØ135 20DEC87

LAKER TRANSPORTATION 3123 MILKY WAY RESEARCH TRIANGLE PARK COLUMBUS, OH 43221-3232

Subject: Issuance of Requirements

Inspection Case: MI87000128 Conducted: 19DEC87

Vessel: HOLLYWOOD CHEM JIM

The requirements on the attached list were issued during the inspection noted above. You are reminded that these requirements are to be completed to the satisfaction of the cognizant Coast Guard OCMI.

GEORGE R. JACOBS ENSIGN, U. S. COAST GUARD OFFICER IN CHARGE, MARINE INSPECTION ACTING

VESSEL: HOLLYWOOD CHEM JIM

VIN:CG000135 DATE:20DEC87

---LIST OF OUTSTANDING REQUIREMENTS---

IDENT

COMPLIANCE DATE 20JAN88

DATE ISSUED 19DEC87 ISSUING PORT CORMS

---DESCRIPTION---

ITEMS NEED TO BE REPLACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME

## FIGURE 7-11. EXAMPLE OF MILIR

· .			
	* sorting		

COMMANDING OFFICER U.S. COAST GUARD MARINE SAFETY OFFICE MSO CORPUS CHRISTI 1415 SUITE 16 CORPUS CHRISTI, TX 55555 (512) 888-3162

16711 CG000135 25JAN88

LATVIAN TRADING COMPANY 12 LIME ST MARKET SQUARE LONDON, WALES UNITED KINGDOM, NW3 5-5

Subject: Apparent Non-Compliance with Outstanding Requirements Inspection Case: MI87000128 Conducted: 19DEC87

Vessel: HOLLYWOOD CHEM JIM

Our records indicate that the requirements on the attached list, which were issued at the inspection noted above, have not been satisfied. If these requirements have been attended to and cleared by a Coast Guard Marine Inspector please notify us so our records can be updated. If requirements remain outstanding, please convey:

1. The status of each requirement listed:

2. Your intentions with regard to any items which have not been satisfied:

3. The date and place the vessel will be available for a follow-up inspection.

Failure to satisfy these requirements may result in revocation of the vessel's Certificate of Inspection.

GEORGE R. JACOBS
ENSIGN, U. S. COAST GUARD
JOBS OFFICER
BY DIRECTION OF THE OCMI

VESSEL: HOLLYWOOD CHEM JIM

VIN: CG000135 DATE: 25JAN88

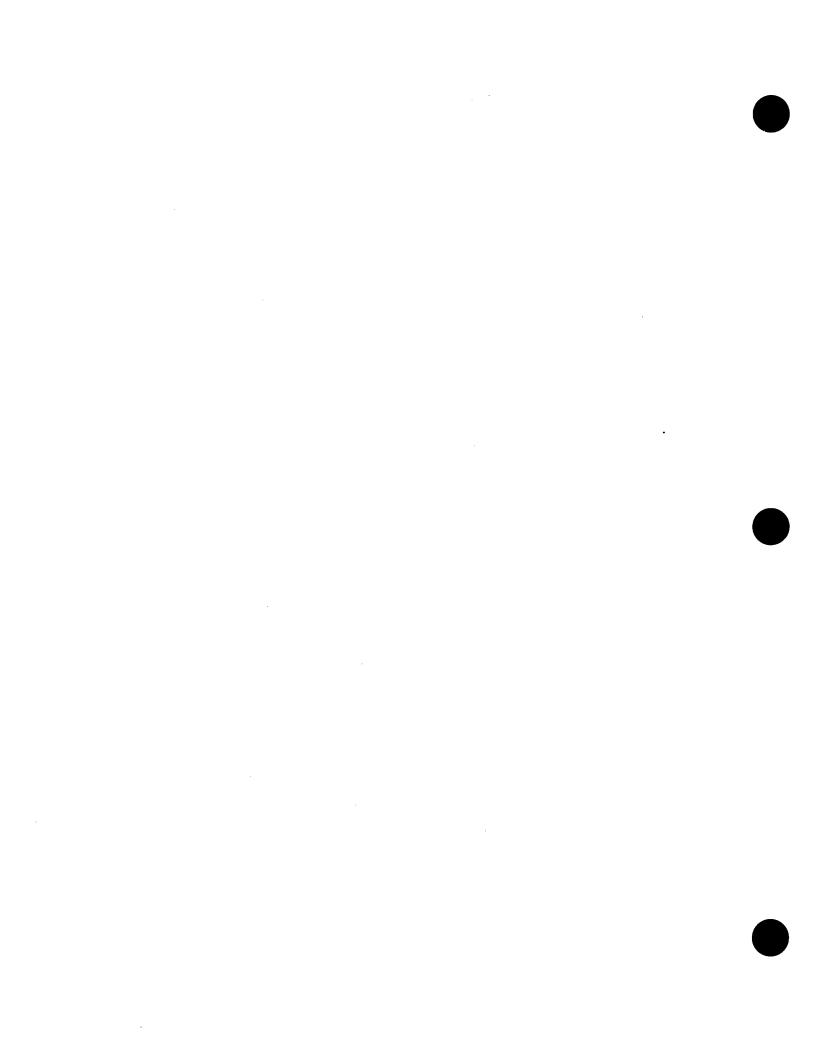
---LIST OF OUTSTANDING REQUIREMENTS---

IDENT 1 COMPLIANCE DATE 20JAN88

DATE ISSUED 19DEC87 ISSUING PORT CORMS

---DESCRIPTION---

ITEMS NEED TO BE REPLACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME



COMMANDING OFFICER U.S. COAST GUARD DOCUMENTATION OFFICE BOSTON DOCUMENTATION 447 COMMERCIAL STREET BOSTON, MA 02109 (617) 223-1470

16711 CG000174 Ø3NOV87

LATVIAN TRADING COMPANY 12 LIME ST MARKET SQUARE LONDON, WALES UNITED KINGDOM, NW3 5-5

Second Notice of Apparent Non-Compliance with Requirements Subject: Inspection Case: MI87000038 Conducted: 29AUG87

Vessel: ZAPATA YORKTOWN

Our records indicate that the requirements on the attached list, which were issued at the inspection noted above, have not been satisfied. If these requirements have been attended to and cleared by a Coast Guard Marine Inspector please notify us so our records can be updated. If requirements remain outstanding, please convey:

The status of each requirement listed:

Your intentions with regard to any items which have not been satisfied:

The date and place the vessel will be available for a follow-up inspection.

Failure to satisfy these requirements will result in revocation of the vessel's Certificate of Inspection.

> G CHERETIS U. S. COAST GUARD CAPTAIN OF PORT BY DIRECTION OF THE COTP

VESSEL: ZAPATA YORKTOWN

VIN: CG000174 DATE: 03NOV87

---LIST OF OUTSTANDING REQUIREMENTS---

IDENT 0002 COMPLIANCE DATE 27SEP87

DATE ISSUED 29AUG87

ISSUING PORT CORMS

---DESCRIPTION---

HULL ON PORT SIDE HAS MINOR PERFORATIONS

0001

27SEP87

29AUG87

CORMS

---DESCRIPTION---ITEMS NEED TO BE RELACED AND CANNOT BE USED FOR CARGO UNTIL SUCH TIME COMMANDING OFFICER U.S. COAST GUARD DOCUMENTATION OFFICE BOSTON DOCUMENTATION 447 COMMERCIAL STREET BOSTON, MA Ø2109 (617) 223-1470

16711 D606062 **26JAN88** 

HELEN MCGILICUTTY CORP 123 QUEEN AVE. COLUMBUS, OH 43221

Subject:

Notice of Pending Inspection Vessel: COWABUNBA

## Gentlemen:

Our records indicate that the vessel referenced above is due for the following inspection(s):

Inspection Type

Date Due

REINSPECTION

26MAR88

Please notify this office, or the Coast Guard inspection office where inspection is desired, of your intentions regarding the inspection.

> JANICE HADLEY CIVILIAN, U. S. COAST GUARD MANAGER

FIGURE 7-14. EXAMPLE OF MIRNL

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	***				

## CHAPTER 8. ADMINISTRATION

A. General. There are three products which aid in the general administration of Marine Inspection activities. The first product, Marine Inspection Field Information (MIFI), provides a means for GMVI to supply inspection information to the field offices. The other two products, Port File Activity Summary (PFAS) and Port File Marine Inspection Activity Summary (PFMI), are discussed in the Port File Transaction Guide, COMDTINST M5230.21A.

.

# B. Marine Inspection Field Information -- MIFI.

- 1. MIFI Purpose and Description.
  - a. Provides a means for Headquarters (GMVI) to supply inspection information to the field offices.
  - b. Figure 8-1 shows the data definitions for MIFI. See Enclosure (1) for the abbreviation meanings.

## Accessing MIFI.

- a. Menu. MIFI is normally accessed through MIEI by Headquarters and field staff.
- b. Free-Form. MIFI can be accessed through free-form with:

-MIFI, <E, U, or R>

#### where:

E = entry mode
U = update mode
R = retrieval mode

#### **EXAMPLE:**

#### -MIFI,R

Note: MIFI can be free-formed in **E(ntry)** and **U(pdate)** modes by GMVI staff only. Both Headquarters and field staff can free-form MIFI in **R(etrieval)** mode.

- c. Selection From Other Products. MIFI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 and GMVI Kill information - 4 and GMVI

- 3. MIFI Data Entry Requirements and Explanation.
  - General Processing. MIFI is accessed from MIEI by GMVI staff to enter inspection information for the field. In E(ntry) mode, MIFI responds with a slot for current image lines and a slot for the total lines required for the field information. (The total number of lines allowed by MIFI is 99.) The user enters the total number of lines required and presses SEND. MIFI responds with the requested number of blank lines, and the user then enters the message(s)

8.B.3.a. (Cont'd)

desired. In U(pdate) mode, MIFI shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number of lines required and presses SEND. MIFI displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.

In R(etrieval) mode, MIFI displays the inspection field information as it has been entered by Headquarters staff.

The entire text of a field information screen may be deleted by a user in R(etrieval) mode, provided he/she is logged into MSIS with the unit code of GMVI and has a password authority access level of four (4) or greater. If authority exists, the message "KEY KILL TO DELETE INFORMATION" will appear in the Response Slot when the field information image is displayed. The word KILL may be typed in the Command Slot and sent. This removes all previously saved text.

b. Special Processing. Each time MIFI is entered or updated, the data slot on the MSIS Directory that appears along side of the MIEI listing is changed to the current system date. This date is not modified if MIFI is called in E(ntry) or U(pdate) mode and sent without changing any of the text. Should the user change the text and then change it back to the original text, this is interpreted as modification and the date of update will change to the current system date. When MIFI is killed, the date in the update data slot on the MSIS Directory is blanked out.

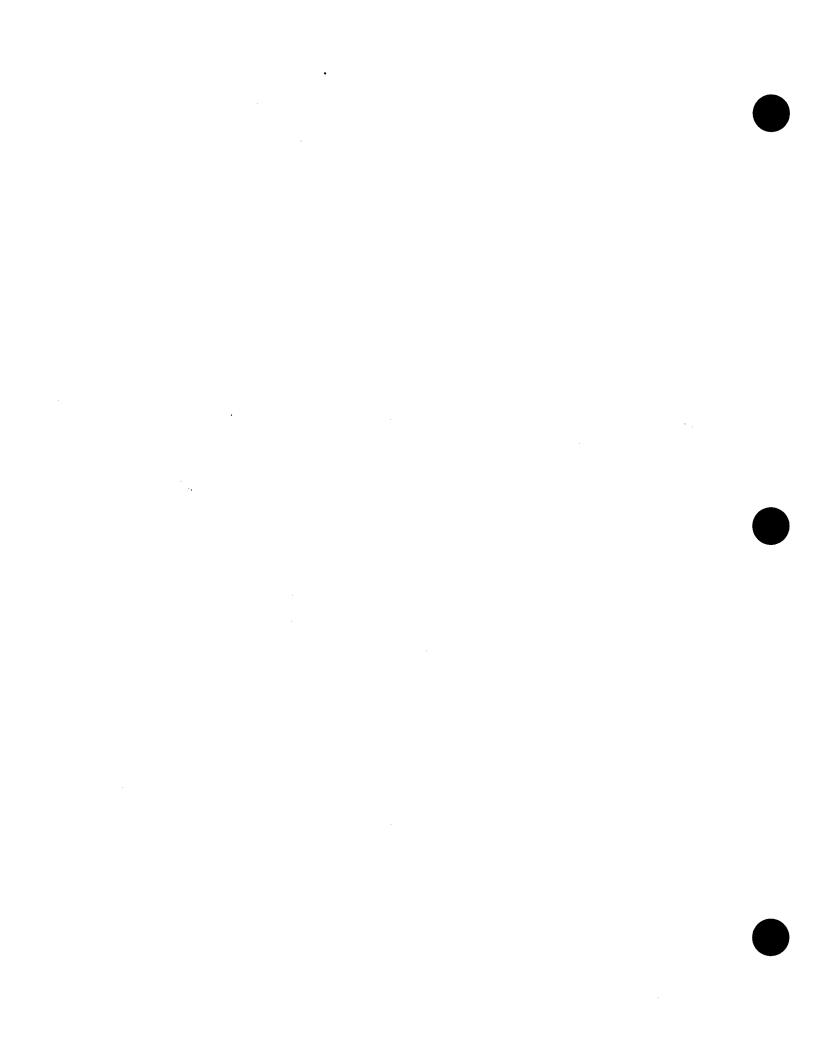
## SCREEN 1

COMMAND / RESPONSE/PLS ENTER YOUR RESPONSE MIFI MARINE INSPECTION FIELD INFORMATION 25MAR86
CURRENT FIELD INFORMATION REQUIRES 13 IMAGE LINES. PLEASE ENTER TOTAL LINE ESTIMATE FOR NEW FIELD INFORMATION./

# SCREEN 2

25MAR8
2/18
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FIGURE 8-1. DATA DEFINITIONS FOR MIFI



C. Port File Activity Summary -- PFAS.

Please see the Port File Transaction Guide, COMDTINST M5230.21A, for information about PFAS.

D. Port File Marine Inspection Activity Summary -- PFMI.

Please see the Port File Transaction Guide, COMDTINST M5230.21A, for information about PFMI.

## DATA DEFINITION ABBREVIATION MEANINGS

The abbreviations used in the data definition screens are defined as follows:

- CD = Calendar date. Standard date format is DDMONYR (day's date, 2 col.; month, 3 col.; and year, 2 col.); e.g., 28SEP86. This is an edit value and must be entered in that form.
- CID = Cargo Identification Code. This is the three letter CHRIS code used to identify chemicals in MSIS.
- CIN = Class Identification Number. If assigned by MSIS, this number is in the format of SCxxxxxx where SC stands for Special Class and xxxxxx is a sequential number; for example, SC000201.
- CN = Case Number. Standard format is XXYRxxxxxx where XX is the 2 character product set prefix, YR is the year and xxxxxxx is a sequential number assigned by MSIS; for example, PS86000001. Product set prefixes include MI, VD, MV, MC, MP, PS, and VR.
- CT = Standard clock time; e.g., 12:57AM or 4:30PM. Note that colons are required, spaces are not allowed, and "AM" and "PM" must be added.
- Decimal string. May be placed anywhere in the field. If no decimal point is given, MSIS will insert one at the end of the string.
- ENID = Encumbrance Identification.
- FIN = Facility Identification Number. A unique number assigned to each facility by GMVI. The number is in the form of Pxxxxxxx where P stands for platform and xxxxxxx is the platform's number as designated by the Mineral Management Service.
- I = Integer string. May be placed anywhere in the field.
- IPN = Involved party identification number. This number is in the form of IPYRxxxxxx where IP is Involved Party, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, IP86000001.
- LIT = Literal, faithful copy of something; i.e., name, serial number, etc. MSIS will not edit these entries and accuracy is necessary for proper interpretation and analysis.

- MBOX = Mailbox number. Standard format is MBYRxxxxxx where MB is mailbox, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, MB86004082.
- MT = Military time. Standard 24-hour clock time; e.g., 1520 = 3:20 p.m. Elapsed time is also entered in the same form; e.g., 1 hour and 15 minutes = 0115. Note that no colons or spaces are included. NOTE MSIS uses 0000 rather than 2400.
- NARR = Narrative entry. Enter data or comments in a free-form manner. MSIS places no restrictions on data or comment contents.
- NEC = Not elsewhere classified, i.e., none of the above.
- PORT = Standard port/unit identifiers.
- QCLASS = Subchapter Q Class Number. This is the first seven characters of a Subchapter Q Number. All zeros normally appearing in the number and the decimal point (.) must be included when accessing MSIS products; for example, 161.045.
- QNUM = Subchapter Q Number. QNUM is a number that may be 12, 13, 15, or 16 characters long, depending on whether the number refers to a primary label or private label supplier. The following are acceptable formats for QNUM, with x being equal to a digit and A being the private label identifier:

xxx.xxx/xxxx
primary label supplier
xxx.xxx/xxxx/xx
primary label supplier with mod
xxx.xxx/Axxxx
private label supplier
xxx.xxx/Axxxx/xx
private label supplier with mod

All zeros normally appearing in the number must be included when accessing MSIS products; for example, 161.123/0233.

- UID = User identifier.
- VIN = Vessel Identification Number. If assigned by MSIS, it is in the form of CGXXXXXX where xxxxxx is a sequential number. A VIN may also have the prefixes D and L. Both of these have a seven digit number.
- X = Checkmark. X or blank is allowed. NOTE Blank is not allowed for validation for some fields.
- Y = Yes/No standard, Y or N or blank is allowed. NOTE Blank is not acceptable for PENALTY ACTION slots.

#### MARINE INSPECTION PRODUCT SET POLICY GUIDANCE

#### 1. GENERAL.

- a. Marine Inspection Products. The Marine Inspection (MI) Product Set has been designed to be the primary means of recording and processing inspections and examinations normally conducted by marine inspectors. The Marine Inspection Activity Report (MIAR) is the corner stone of the product set for reporting inspections and accounting for resource hours. MIAR is intended and shall be used for the following activities:
  - (1) Inspections of certificated U.S. commercial vessels.
  - (2) Annual and LOC examinations of foreign flag tank vessels.
  - (3) Control Verification of foreign vessels.
  - (4) Inspections and examinations of platforms on the OCS.
  - (5) Factory inspections.
- b. Port Safety Products. Port safety activities will continue to be recorded on the Port Safety Boarding Report (PSBR) as required by the Port Safety and Security Program. These activities include:
  - (1) Annual examinations of foreign freight vessels.
  - (2) Oil transfer monitors on vessels.
  - (3) Packaged hazardous materials transfer monitors.
  - (4) MARPOL and Navigation Safety compliance examinations.
  - (5) Uninspected vessel examinations.
- c. Dual Reporting. The MI Product Set does not have the capability and is not intended to capture resource hours expended by personnel conducting activities normally reported on a PSBR. Inspections and examinations involving both marine inspectors and port safety personnel will require the submission of two reports to properly capture resource information. Man hours should be allocated to the appropriate report to avoid double counting. Dual reporting with an MIAR and PSBR will be frequently necessary for LOC and Tank Vessel Safety Examinations. Boarding scope for the PSBR will be Annual Examination or other applicable boarding scope description. The unit(s) shall use the reference case slots in each report to record the MI or PS case number of the corresponding report.

- 1. d. Timeliness of Reports. The prompt filing and validation of inspection and port safety cases is critical. Our ability to effectively manage resources in part depends upon timely submission and validation of MSIS case reports. The actions of another unit are often based upon the information MSIS provides, and our accounting system for resource hours is obtained from MSIS inspection and port safety reports. Validation of domestic inspection cases shall occur as soon as possible, but in no case later than 30 days after the completion of an inspection activity.
- 2. Scheduling Inspections for Certification. The Marine Inspection Letter of Notification (MILON) and Marine Inspection Scheduler Function (MISF) transaction are used to notify operators concerning pending inspections and schedule inspections for certification. The Maritime Safety Act and implementing regulations (46 CFR 2) require vessel owners/operators to notify the OCMI whether the vessel will be operated so as to require an inspection. The required notice must be submitted in writing at least 30 days prior to the COI expiration. This requirement places an added importance to the timely mailing of the MILON and recording of notifications received in MISF.
  - MILON. The MILON serves two purposes -- it advises a vessel's operator that the vessel's Certificate of Inspection will expire within 60 days and states that the Coast Guard shall be notified regarding the future status of the vessel as required by the Maritime Safety Act of 1984.

    MSIS queues the MILON to the unit issuing the last COI 60 days prior to the expiration of a vessel's COI. OCMI's should insure this letter is sent to the responsible party as soon as possible to allow notification within the required time period. Form CG-3752 (Application for Inspection of U.S. Vessel) shall be enclosed with the MILON. Vessel owners/operators are requested to complete and return the Application for Inspection with the best available information or, detach and submit the form provided at the bottom of the letter.
  - b. Scheduling Inspections. The timely scheduling of case upon receipt of notification is particularly important in cases where the vessel owner does not know where the vessel will be inspected and has notified the last OCMI as the only recourse. Upon receipt of a notification of inspection from a vessel operator, the unit shall schedule an inspection for the vessel in the schedular function (MISF). MISF shall be completed using the best information available. The date the notification was received shall be entered in the 'NOTIFY DT' slot in MISF. When the port that will actually conduct the inspection attempts to schedule a case, they will find a case scheduled by the port that received the original notification. The existing MSIS case may be transferred to the port conducting the inspection by entering MISF in update mode and changing the port code. MSIS will update inspection status logs to reflect the new port conducting the inspection and remove the case from the other port's list of scheduled inspections log. This transfer procedure will work provided the case has not been filed as an activity report (MIAR) and remains as a scheduled case (MISF).

- 3. Inspections by Detachments. MSD's and MIDET's are to schedule and file their own inspections in MSIS under their detachment port code and should not log on behalf of the parent unit. MSIS will record inspection activities and resource hours by detachments separate from the parent unit while unintaining unit activity logs for both. This capability exists for Marine Inspection products only and is not available for Port Safety, Marine Pollution, Marine Violation, or Marine Casualty products. Certain limitations exist:
  - a. Parent commands retain case validation authority for cases filed by their detachment.
  - b. When filing MIARs, the detachment must insure all inspection types are correct. Parent units cannot change inspection types once the detachment has passed the case to the parent for validation.
  - c. Parent units may schedule cases for the detachment. The procedure for processing cases is the same as described in para 2.b above.
  - d. Parent units must file administrative hours associated with reviewing the inspection paperwork. Hours are entered on the MIAR in the ADMIN slot prior to validation.

### 4. Hull Examinations.

- a. MSIS refers to an examination for credit drydocking as a "Hull Exam". A hull examination includes alternative forms of credit drydocking such as internal in lieu of dry dock, light draft and working draft examinations.
- b. Any form of examination for dry dock credit is scheduled as a Hull Examination in MISF using the code "HUL". The Marine Inspection Status Details (MISD) transaction captures specific information concerning the date, type of hull examination and the next due date for a hull examination.
- c. MSIS prints on the Certificate of Inspection the date and specific type of the last hull examination in the space below the issue date of the COI.
- 5. Deficiencies. The recording and tracking of deficiencies is one of the most important aspects of MSIS. The safety performance of a vessel can be measured, in part, by the number and types of deficiencies detected during inspections and examinations. While the recording of all deficiencies detected is desirable, deficiencies which affect the safety of the vessel are mendatory. The accurate assignment of codes in the data slots on the deficiency report is critical to the analysis of class and approved equipment problems.

# 6. Progressive Inspections.

- a. A progressive inspection is an inspection involving more than one OCMI, e.g. a "running" biennial. Inspections conducted by detachments for validation by the parent unit are not progressive inspections. A progressive inspection must be specified in the schedular function (MISF) prior to filing a MIAR. MSIS processes a progressive case report much like a normal report, except that all involved units are able to file or clear deficiencies and report their own resource hours expended on the inspection. Progressive inspection reports are limited to inspections for certification (initial and reissue), reinspections, bull exams and examinations for issuance of a Certificate of Compliance.
- b. The progressive inspection feature involves an extraordinary amount of MSIS file activities and shall only be used when necessary. Invalidation of progressive inspections is an extremely complex process. Particular care must be taken to insure the accuracy of data prior to passing the report to the next unit.

## 7. Permits to Proceed.

- a. The certificate action Permit to Proceed (PTP) for an MIAR employs special MSIS action. MSIS changes the status column for the Certificate of Inspection in Vessel File List of Documents (VFLD) to "PTP". This status remains until an MIAR is filed with a certificate action of "Valid". Until then, a port attempting to print a COI while the certificate status is PTP must acknowledge a warning message from MSIS indicating that the COI status is PTP. This feature has been designed to alert other offices they are about to issue a certificate to a vessel operating under a permit to proceed. An inspection special note (MISN) should be filed with the case addressing the issuance of a permit to proceed. The expiration date of the MISN should be set equal to the expiration date of the current COI.
- b. MSIS does not print permits to proceed. Permit to Proceed (CG Form 938) shall continued to be used.
- 8. <u>Duplicate Certificates of Inspection</u>. When issuing a duplicate COI after a reinspection or other activity, the issuing port shall make an entry indicating the date and port of the reinspection with the signing official's initials in the space provided on the COI.
- 9. Cancelled Inspections. Resources expended on inspections or examinations which are cancelled by request of the operator/owner prior to completion are to be indicated on an MIAR by inserting an 'X' in the "CTF" (Close to File) slot. MSIS will record the resource hours associated with the inspection but will not change inspection status of the vessel. The use of this type of report shall be limited to instances where inspector man-hours were committed. Cases involving administrative hours only are not appropriate for close to file action.

- 10. Subchapter Q Information. The initial seeding of Subchapter Q information will not be completed for some time. Data entry is likely to convinue for several months. Pending completion of data loading, missing information from the Subchapter Q listings should not be construe? as a particular Item being unapproved. An announcement will be made when data loading is completed.
- 11. Certificates of Compliance (COC). The MSIS Certificate of Compliance is intended to replace other forms including the Letter of Compliance (Form CG-2832A) and Tank Vessel Examination Letter (Form CG-840S-1). The COC is still under development; distribution of the forms and usage guidance is forthcoming.
- 12. Inspection Status Details. The Marine Inspection Status Details (MISD) product must be completed after any inspection for certification or hull examination. The following policy applies to entering dates for periodic inspections:
  - a. Hull Examination enter the <u>last</u> day of the month due. (This policy will be reviewed and may be revised upon promulgation of new regulations)
  - b. Reinspection enter the anniversary of the inspection for certification date.
- 13. Pre-Inspection Packages (MIPIP). The Pre-Inspection Package (PIP) is a listing of all information from the summary and detail products contained in the vessel file. Addit mally, the PIP lists the locations of portable fire fighting equipment as well as details about lifesaving equipment which formerly appeared on the COI. For vessels with complete detail level vessel files, the PIP replaces, where applicable, the Hull and Equipment accordions (CG-840AA and CG-840BB, respectively). A copy of the PIP should be forwarded with the COI for placement on the vessel upon completion of an inspection for certification.

# 14. MIAR and Inspection Notes Comments.

- a. The comment section of the MIAR is intended for high level summaries of inspection events, such as plate renewals, major deficiencies, nature of a special examination not readily indicated by the inspection type, details of extraordinary hours devoted to an inspection. It is not intended to replace the inspection narrative or for restating the type of inspection.
- b. Inspection notes should specifically address areas where special attention or examination should be made. Inspection note expiration dates should be carefully considered since MSIS retains all notes regardless of the expiration date. Unexpired inspection notes appear in MICP (Marine Inspection Critical Profile) and Port Safety Vessel History (PSVH). Expired inspection notes can be retrieved from the MIAR (or VIMR) associated with the note.

## 15. Special Classes.

- a. The authority for defining special classes has been reserved, for the time being, to Commandant (G-MVI). Over 100 special classes, consisting primarily of design classes, have been defined. Other classes include commercial vessels over 20 years of age and vessels in the Ready Reserve Fleet (RRF). Commandant (G-MVI) will define additional special classes as necessary.
- b. In defining special classes, certain prefixes for the Class
  Identification Number (CIN) were used to differentiate between design
  classes and all other special classes. A CIN beginning with "DC"
  indicates a design class, while an "SC" prefix indicates a special
  class. For design classes, the third character of the CIN indicates the
  service of the vessel, e.g. "F" for freight, "T" for tank ship, etc.
- c. Units are encouraged to use the special class products in conjunction with research into potential class problems. The MSIS transaction Vessel File Class Membership (VFCM) will reveal any class memberships for a particular vessel. From VFCM, a user can select Vessel File Special Class (VFSC) which lists all other vessels belonging to the class.
- d. Any office desiring to have a group of vessels defined as a class may submit a request to Commandant (G-MVI) for evaluation. Requests for defining a design class of barges or 'T' boats are encouraged, particularly those which operate in more than one OCMI zone. Corrections, additions or deletions to vessel classes are also requested.

**JUNE 1988** 

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U.S. COAST GUARD

MARINE SAFETY-INFORMATION STOTEM •

RECORD OF CHANGES					
CHANGE NUMBER	DATE OF CHANGE	DATE ENTERED	BY WHOM ENTERED		
	·				
	1				
	-		•		

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## CHAPTER 1. MARINE SAFETY PRODUCT SET SUMMARY

## A. General.

- Design. The Marine Safety product set contains the master directory to all product set indexes in MSIS, as well as administrative products used to post information for users and to support system ease of use.
- 2. <u>Use</u>. This product set contains products used in both entry/update and retrieval modes. These products serve as a menu into MSIS System products, provide easy login and logout procedures, and post information and notices via the bulletin board, port board, the login greeting message, and the training information product.
- 3. Transaction Guide. This guide presents the Marine Safety transactions, their content, and how they are to be used. The guide also includes a discussion of how the product set works with MSIS.

# B. Data Controls and Accounting Procedures.

- 1. MSIS Data Controls. Because MSIS contains an integrated data base, updated by all functions which participate in MSIS, certain controls are imposed on certain data to ensure their correctness. From the standpoint of Marine Safety, however, there are none. Rather these data controls are found on other products within the MSIS system.
- C. Product Descriptions. The Marine Safety product set contains administrative products used to enhance the user support requirements of MSIS. It also contains the master directory to all other MSIS menus or indexes.
  - 1. Entry, Update and Retrieval Products. All Marine Safety products accessible in entry/update mode are also available in retrieval mode. These products are described below.
    - MSIS. MSIS Directory. This product contains all of the entry/retrieval indexes available in the MSIS System, e.g., MIEI and PFEI. It also serves as a menu for the Marine Safety Bulletin Board (MSBB), Marine Safety Training Information (MSTI), Marine Safety Port Board (MSPB), Port File Scheduled Outputs (PFSO), Port File Incoming Mail Log (PFIML), Port File Morning Report (PFMR), and the Login and Logout (L/L) procedures.
    - b. <u>L/L</u>. Login and Logout Procedures. These procedures allow the user to easily log into MSIS using a different password or to directly log out of MSIS. L/L also allows a user to login on behalf of another port.

- 1.C.l. c. MSBB. Marine Safety Bulletin Board. MSBB displays daily bulletins on topics of common interest to the community of MSIS users.
  - d. MSGM. Marine Safety Greeting Message. MSGM provides a "scratch pad" for the MSIS Headquarters System Manager to broadcast messages, comments, or status indicators. MSGM does not appear on the MSIS Directory screen.
  - e. MSTI. Marine Safety Training Information. MSTI provides a way for Headquarters (GMP3) to supply training information to MSIS field users.
  - f. MSPB. Marine Safety Port Board. The MSPB product provides a vehicle for personnel at any Coast Guard unit to post general information for all other MSIS units.
  - g. MSAB. Marine Safety Assignment Board. MSAB provides a way for GPO to provide information to MSIS field users concerning available duty assignments and current assignment policies.
  - h. Port File products. Port File Scheduled Outputs,
    Port File Incoming Mail Log, Port File Morning
    Report. These products are discussed in detail in
    the Port File Transaction Guide, COMDTINST M5230.21A.

### CHAPTER 2. MARINE SAFETY MSIS DIRECTORY

## A. MSIS Directory -- MSIS.

## MSIS Purpose and Description.

- a. Provides the login mechanism to MSIS and serves as the master directory to all other MSIS menus or indexes, the Marine Safety Bulletin Board, the Marine Safety Port Board, and the Marine Safety Training Information product.
- b. Displays the MSIS greeting message, dates of the last updates for the field information products and the bulletin board and indicates the existence of pending "mailbox" messages, "morning reports", pre-inspection packages, stickers, or letters to be printed for that 'unit.
- c. Allows one unit to act on behalf of another via the Login procedure, if the former is so authorized.
- d. Figure 2-1 shows MSIS as it appears on the terminal.

## 2. Accessing MSIS.

- a. Menu. MSIS may be accessed from itself by logging in with a new password (using SEL,15).
- b.  $\frac{\text{Free-Form}}{\text{with:}}$  MSIS can be accessed through free-form

-MSIS

- c. Selection From Other Products. MSIS is accessed initially upon logging into the system and is automatically accessed thereafter, as a result of always being the root product on the product queue.
- d. Product Use Authority Levels.

Retrieval - 1 Login as another unit - 5

# 3. MSIS Data Entry Requirements and Explanation.

- a. General Processing. The MSIS Directory serves two functions:
  - 1. To provide the login mechanism to MSIS, and
  - 2. To serve as the master directory to all other MSIS product set indexes.

- 2.A.3.a. It displays the MSIS greeting message, dates of the last updates for the field information products and the bulletin board, and indicates the existence of pending "mailbox messages", "morning reports", or letters to be printed for the unit.
  - b. The MSIS Directory also lists the entry/retrieval indexes of the product sets that are (or will be) available in the MSIS System. These indexes may be selected by the user to access individual products within the desired set(s). The MSIS Directory also lists the Marine Safety Bulletin Board (MSBB), the Marine Safety Port Board (MSPB), the Marine Safety Training Information product (MSTI), and Login and Logout (L/L) procedures. The Login selection may be used to log the user into MSIS with a new password, while the Logout selection logs the user out of the MSIS System.
  - c. A user with the proper password authority access level may enter MSIS as another unit by entering that unit's code in the data slot marked "If Session is on Behalf of Another Port/Unit, Enter Other Unit's Code." This causes the MSIS internal unit code to be set to the other unit code, and the user loses all identity with his/her own unit. For example, the information presented on the MSIS Directory for mailboxes, morning reports and scheduled outputs will be for this "other" unit, not the user's unit.
  - d. When logging into MSIS, a user is given up to four (4) opportunities to key a valid combination of password, user identifier, and unit code. After four (4) unsuccessful tries, the user is automatically logged out of MSIS.
  - e. Special Processing. The MSIS Directory contains a number of indicator slots which present useful information to the user. The indicator slots adjacent to the menus contain the date of the last update of that product set's field information product; if this slot is blank, data is not currently available on that product. Indicator slots also appear adjacent to MSBB, PFMR, PFIML and PFSO. The MSBB slot presents the last update date for the bulletin board while an "MR" adjacent to PFMR or an "MB" adjacent to PFIML indicate the existence of a morning report or mail (PFMB), respectively. The PFSO indicator slot has seven possible alternatives:

2.A.3.d.	DL	Documentation Letter					
(Cont'd)	ΙP	Pre-Inspection Package					
	LT	Inspection Letter					
	RL	Renewal Notification Letter and/or Fleet Renewal enclosures					
	SF	Renewal Stickers					
	so	A combination of outputs					
	blank	No outputs available					

COMMAND / MSIS	MSIS	RESI DIRECTO	PONSE/PLS MAKE NEXT SELECTION ORY	  2JUN8
******	*****	*****	*******	****
	WELCON	IE TO MS	SIS	
*****	*****	******	*******	****
ACTIVITIES	-UPDATE-	SEL,	MSIS SUBJECT FILES	SEL,
VESSEL DOCUMENTA	ATION.20MAY88(VDE	1) 1	PORT FILE(PFEI)	21
MADINE INSPECTIO	ONGAFEB88(MIE)	1) 2	VESSEL FILE(VFEI)	22
PORT SAFETY	(PSE	I) 3	VESSEL LOGS & FORMS(VFLI)	23
MADINE CASHALTY		T) 4	FACILITY FILE(FFEI)	24
MARINE POLLUTION	J 02FEB88 (MPE)	1) 5	PARTY FILE(PNEI)	25
MARINE VIOLATION	N	1) 6	CARGO FILE(CFEI)	26
	GENERAL	ADMINIS	STRATION	
BULLETIN BOARD.	23MAR88(MSBI	B) 11	SCHEDULED OUTPUTS.LT (PFSO)	31
TRAINING INFORMA	ATION (MST)	1) 12	INCOMING MAIL LOG (PFIME	ر ( 32
PORT BOARD	20MAY88 (MSP)	B) 13	MORNING REPORTS (PFMR)	33
LOGIN (NEW DASS)	WORD)	. 15	LOGOUT	35

## CHAPTER 3. MARINE SAFETY LOGIN/LOGOUT PROCEDURES

A. General. This section contains those procedures which allow the user to easily log into and log out of MSIS. They are particularly useful to users at the same port who sequentially use the same terminal.

## B. Login/Logout Procedures -- L/L.

## 1. L/L Purpose and Description.

- a. Allows the user to easily login using a different password or to directly logout of MSIS.
- b. Allows one unit to act on behalf of another if the former is so authorized.
- c. Allows users at the same port to sequentially use the same terminal without using the entire login procedure.
- d. Provides a quick, easy way to logout of MSIS.
- e. Figure 3-1 shows L/L as it appears on the terminal.

## Accessing L/L.

- a. Menu. The Login and Logout procedures may only be accessed through the MSIS Directory.
- b. <u>Free-Form</u>. L/L can be accessed through free form with:

### -QUIT

- c. Selection From Other Products. The Login and Logout procedures are not accessed from other products.
- d. Product Use Authority Levels.

Retrieval/Entry/Update - 1 Login as another unit - 5

- 3. L/L Data Entry Requirements and Explanation.
  - a. General Processing. The Login procedure permits a user to login with a different password without using the standard (longer) login procedure. The user enters "SEL,15", MSIS responds with a blank password slot. The user enters the new password and MSIS responds with User ID and Unit slots. The user enters information and is again presented with the MSIS Directory for further selections.
  - b. The Login procedure is normally used in the following two situations:
    - (1) To allow a user at one unit to act on behalf of another unit, if so authorized.

- 3.B.3.b. (Cont'd)
- (2) To allow users at the same port to sequentially use the same terminal without using the entire login procedure. (This means that each user can protect his/her password while leaving the terminal in "Ready" mode for the next user.)
- The Logout procedure provides the user with a quick, easy way to logout of MSIS. Entering "SEL,35" performs this function.
- d. Special Processing. None.

COMMAND /	MSIS DIREC	RESPONSE/PLS	ENTER YOUR	RESPONSE 25MAR8
PLEASE ENTER YOUR PASSWOR				
•				
		-	٠.	٠.
•				
	SCREEN 2			
COMMAND /		RESPONSE/PLS	ENTER YOUR	RESPONSE
MSIS	MSIS DIREC	TORY		25MAR8
YOUR USER IDENTIFIER (UIN)		G LOGIN INFOR		T'S CODE/

FIGURE 3-1. EXAMPLE OF LOGIN

# CHAPTER 4. MARINE SAFETY GREETING MESSAGE

A. <u>General</u>. This section contains the Marine Safety Greeting Message (MSGM), a product which permits the entry and display of messages and comments from the MSIS Headquarters System Manager.

# B. Marine Safety Greeting Message -- MSGM.

- 1. MSGM Purpose and Description.
  - a. Provides a 5-line "scratch pad" for the MSIS Headquarters System Manager to broadcast some messages, comments, or status indicators.
  - b. Figure 4-1 shows MSGM as it appears on the terminal.
- 2. Accessing MSGM.
  - a. Menu. MSGM is not accessed from a menu.
  - b. Free-Form. MSGM is only accessed through free-form with:

-MSGM, E, U, or R

where:

E = entry mode
U = update mode
R = retrieval mode

**EXAMPLE:** 

-MSGM, U

- c. Selection From Other Products. MSGM is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2

- 3. MSGM Data Entry Requirements and Explanation.
  - a. General Processing. MSGM is used exclusively by the MSIS Headquarters System Manager in entry and update modes. It is used to enter or change the greeting message that appears on the MSIS products. Due to the fact that MSGM is only used (in entry and update modes) by the MSIS Headquarters System Manager, it does not appear on any menu screens and may be directly accessed only through free-forming. In retrieval mode, MSGM displays the current greeting message at the user's terminal.
  - b. Special Processing. None.

COMMAND /	MARINE SAFETY GRE	RESPONSE/PLS ENTER YOUR CETING MESSAGES	26AUG86
ENTER OR	REWRITE MSIS GREETING HERE		
<msts></msts>			<msts></msts>
	********** WELCOME TO	MSIS **********	
<msts></msts>			<msts></msts>

## CHAPTER 5. MARINE SAFETY ADMINISTRATION

A. General. This section contains four products which provide informal information to MSIS users. The Marine Safety Bulletin Board (MSBB) allows the entry and display of daily bulletins. Marine Safety Training Information (MSTI) provides a way for Headquarters to supply training information to MSIS field users. The Marine Safety Port Board (MSPB) provides a vehicle for personnel at any Coast Guard unit to post general information to all other MSIS units. The Marine Safety Assignment Board (MSAB) provides information on duty assignments.

# B. Marine Safety Bulletin Board -- MSBB.

- 1. MSBB Purpose and Description.
  - a. Displays daily bulletins on topics of common interest to the community of MSIS users.
  - b. Permits bulletin items to be entered or updated by the MSIS Headquarters System Manager.
  - c. Figure 5-1 shows the data definitions for MSBB. See Enclosure (1) for the abbreviation meanings.

## 2. Accessing MSBB.

- a. Menu. MSBB is normally accessed through the MSIS Directory.
- b. Free-Form. MSBB can be accessed through free-form. with:

### -MSBB, E, U, or R

#### where:

E = entry mode
U = update mode
R = retrieval mode

### **EXAMPLE:**

### -MSBB,R

- c. Selection From Other Products. MSBB is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 Kill Bulletin Board - 4

- 3. MSBB Data Entry Requirements and Explanation.
  - a. General Processing. In entry and update modes, MSBB is used exclusively by the MSIS Headquarters System Manager to enter or change bulletin board messages. The maximum number of lines available for text is 99.
  - b. In retrieval mode, MSBB displays current bulletin board items at the user's terminal.

- 5.B.3. c. The entire text of a bulletin board may be deleted by a user in retrieval mode, provided he/she has a password authority access level of four (4) or greater. If authority exists, the message "Key Kill to Delete Bulletins" will appear in the response line when the bulletin board image is displayed. The word "KILL" may be typed in the command line and sent. This removes all previously saved text.
  - d. Special Processing. Each time MSBB is entered or updated, the data slot on the MSIS Directory that appears beside of the MSIS listing is changed to the current system date. This date is not modified if MSBB is called in entry or update mode and sent without changing any of the text. Should the user change the text and then change it back to the original text, this is not interpreted as a modification and the date of update does not change. When the bulletin board is killed, the date in the update data slot on the MSIS Directory is blanked out.

COMMAND /	RESPONSE/PLS ENTER YO	IID DECDANCE
MSBB	RESPONSE/PLS ENTER YOU MARINE SAFETY BULLETIN BOARD	Ø2JUN8
CURRENT BULLETIN	N BOARD- REQUIRES 0 IMAGE LINES. PLEASE ENTE	ER TOTAL LINE
• .		
	SCREEN 2	
COMMAND /	RESPONSE/PLS ENTER YOU	JR RESPONSE
30D	MARINE SAFETY BULLETIN BOARD	Ø2JUN88
NARR	BULLETINS FOR TODAY	

# C. Marine Safety Training Information -- MSTI.

- 1. MSTI Purpose and Description.
  - a. Provides a means for Headquarters (GMP3) to supply training information to the field offices.
  - b. Figure 5-2 shows the data definitions for MSTI. See Enclosure (1) for the abbreviation meanings.

## 2. Accessing MSTI.

- a. Menu. MSTI is normally accessed through the MSIS Directory by Headquarters and field staff.
- b. Free-Form MSTI can be accessed through free-form with:

-MSTI, <E, U, or R>

### where:

E = entry mode
U = update mode
R = retrieval mode

#### EXAMPLE:

### -MSTI,R

Note: MSTI can be free-formed in entry and update modes by GMP3 staff only. Both Headquarters and field staff can free-form MSTI in retrieval mode.

- c. <u>Selection From Other Products</u>. MSTI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 and GMP3 Kill information - 4 and GMP3

# 3. MSTI Data Entry Requirements and Explanation.

a. General Processing. MSTI is accessed from the MSIS Directory by GMP3 staff to enter training information for the field. In entry mode, MSTI responds with a slot for current image lines and a slot for the total lines required for the training information. (The total number of lines allowed by MSTI is 99.) The user enters the total number of lines required and presses SEND. MSTI responds with the requested number of blank lines, and the user then enters the

- message(s) desired. In update mode, MSTI shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number of lines required and presses SEND. MSTI displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.
  - b. Note: Any blank lines are removed when MSTI is sent.

    A line must contain at least one character to be included in the message.
  - c. In retrieval mode, MSTI displays the training information as it has been entered by Headquarters staff.
  - d. The entire text of a training information screen may be deleted by a user in retrieval mode, provided he/she is logged into MSIS with the unit code of GMP3 and has a password authority access level of four (4) or greater. If authority exists, the message "KEY KILL TO DELETE INFORMATION" will appear in the Response Slot when the training information image is displayed. The word KILL may be typed in the Command Slot and sent. This removes all previously saved text.
  - e. Special Processing. Each time MSTI is entered or updated, the data slot on the MSIS Directory that appears beside the MSTI listing is changed to the current system date. This date is not modified if MSTI is called in entry or update mode and sent without changing any of the text. When MSTI is killed, the date in the update data slot on the MSIS Directory is blanked out.

COMMAND /	RESPONSE/PLS ENTER YOUR RESPONSE
MSTI	RESPONSE/PLS ENTER YOUR RESPONSE MARINE SAFETY TRAINING INFORMATION Ø2JUN88
CURRENT BOARD	INFORMATION REQUIRES 0 IMAGE LINES. PLEASE ENTER THE TOTAL FOR THE UPDATED BOARD/ I
•	·.
	SCREEN 2
	•
COMMAND / MSTI	RESPONSE/PLS ENTER YOUR RESPONSE MARINE SAFETY TRAINING INFORMATION Ø2JUN88
	TRAINING INFORMATION
NARR	
-	

# D. Marine Safety Port Board -- MSPB.

- 1. MSPB Purpose and Description.
  - a. Provides a means for any MSIS users to post general information for all other MSIS users.
  - b. Figure 5-3 shows the data definitions for MSPB. See Enclosure (1) for the abbreviation meanings.

## 2. Accessing MSPB.

- a. Menu. MSPB is normally accessed through the MSIS Directory.
- b. Free-Form. MSPB can be accessed through free-form with:

-MSPB, <E, U, or R>

where:

E = entry mode
U = update mode
R = retrieval mode

**EXAMPLE:** 

-MSPB,R

- c. Selection From Other Products. MSPB is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2

- 3. MSPB Data Entry Requirements and Explanation.
  - General Processing. MSPB is accessed from the MSIS a. Directory by all MSIS users. In entry mode, MSPB responds with a slot for current image lines and a slot for the total lines required for the port board information. (The total number of lines allowed by The user enters the total number of MSPB is 99.) lines required and presses SEND. MSPB responds with the requested number of blank lines, and the user then enters the message(s) desired. In update mode, MSPB shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number

- of lines required and presses SEND. MSPB displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.
  - b. Note: Any blank lines are removed when MSPB is sent. A line must contain at least one character to be included in the message.
  - c. In retrieval mode, MSPB displays the port board information as it has been entered by other MSIS users.
  - d. Special Processing. Each time MSPB is entered or updated, the data slot on the MSIS Directory that appears beside the MSPB listing is changed to the current system date. This date is not modified if MSPB is called in entry or update mode and sent without changing any of the text.

COMMAND /\_

MSPB

## SCREEN 1

MARINE SAFETY PORT BOARD

RESPONSE/PLS ENTER YOUR RESPONSE

Ø2JUN88

LINE ES	BOARD	FOR T	MATION HE UPD	REQI ATED	DIRES BOARD,	/ _1	IMAGE	LINES.	PLEAS	E ENT	ER THE	TOTAL
												٠.
					:	SCRE	EN 2					
	•		•									
COMMAND MSPB	/			MAR	INE SA	FETY	RESPONS PORT B	E/PLS	ENTER :	YOUR I	RESPONS	E Ø2JUN88
NARR			-		FIELD	INFO	RMATION	·				·
<del></del>											· · · · · · · · · · · · · · · · · · ·	

# E. Marine Safety Assignment Board -- MSAB.

- 1. MSAB Purpose and Description.
  - a. Provides a means for Headquarters (GPO) to supply duty assignment information to the field offices.
  - b. Figure 5-4 shows the data definitions for MSAB. See Enclosure (1) for the abbreviation meanings.

## 2. Accessing MSAB.

- a. Menu. MSAB is normally accessed through the MSIS Directory by Headquarters and field staff.
- b. Free-Form. MSAB can be accessed through free-form with:

### -MSAB, <E, U, or R>

#### where:

E = entry mode
U = update mode

R = retrieval mode

#### **EXAMPLE:**

### -MSAB,R

Note: MSAB can be free-formed in entry and update modes by GPO staff only. Both Headquarters and field staff can free-form MSAB in retrieval mode.

- c. <u>Selection From Other Products</u>. MSTI is not accessed from other products.
- d. Product Use Authority Levels.

Retrieval - 1 Entry/Update - 2 and GPO Kill information - 4 and GPO

# 3. MSAB Data Entry Requirements and Explanation.

a. General Processing. MSAB is accessed from the MSIS Directory by GPO staff to enter duty assignment information for the field. In entry mode, MSAB responds with a slot for current image lines and a slot for the total lines required for the information. (The total number of lines allowed by MSAB is 99.) The user enters the total number of lines required and presses SEND. MSAB responds with the requested number of blank lines, and the user then

- 5.E.3.a. (Cont'd) enters the message(s) desired. In update mode, MSAB shows the number of image lines currently being displayed and requests the total number of lines required, including the current information. (The total number of lines equals the number of lines currently being used plus the number of lines for the new information.) The user enters the total number of lines required and presses SEND. MSAB displays the current information plus the extra lines requested for the new information. The user then enters the desired message(s). Existing lines of information may be deleted by blanking them out.
  - b. Note: Any blank lines are removed when MSAB is sent. A line must contain at least one character to be included in the message.
  - c. In retrieval mode, MSAB displays the assignment information as it has been entered by Headquarters staff.
  - d. The entire text of an assignment information screen may be deleted by a user in retrieval mode, provided he/she is logged into MSIS with the unit code of GPO and has a password authority access level of four (4) or greater. If authority exists, the message "KEY KILL TO DELETE INFORMATION" will appear in the Response Slot when the information image is displayed. The word KILL may be typed in the Command Slot and sent. This removes all previously saved text.
  - e. Special Processing. Each time MSAB is entered or updated, the data slot on the MSIS Directory that appears beside the MSAB listing is changed to the current system date. This date is not modified if MSAB is called in entry or update mode and sent without changing any of the text. When MSAB is killed; the date in the update data slot on the MSIS Directory is blanked out.

COMMAND /	MARINE SAFETY AS		D	2530183
CURRENT ASSIGNMENT B LINE ESTIMATE FOR TH	OARD REQUIRES 43 E UPDATED BOARD/ I	IMAGE LINES.	PLEASE ENTER	R THE TOTAL
• .				
				•.
				,
	SCRE	EN 2		
		RESPONSE/ PL	c FNTER YOUR	RESPONSE
COMMAND /	MARINE SAFETY A	SSIGNMENT BOA	RD	25JUL8
	ASSIGNME	ENT BOARD		
NARR				

FIGURE 5-4. DATA DEFINITIONS FOR MSAB

CH-2 5-18

#### DATA DEFINITION ABBREVIATION MEANINGS

The abbreviations used in the data definition screens are defined as follows:

- CASE = Case Number. Standard format is XXYRxxxxxx where XX is the 2 character product set prefix, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, PS86000001. Product set prefixes include MI, VD, MV, MC, MP, PS, and VR.
- CD = Calendar date. Standard date format is DDMONYR (day's
   date, 2 col.; month, 3 col.; and year, 2 col.); e.g.,
   28SEP86. This is an edit value and must be entered in
   that form.
- CID = Cargo Identification Code. This is the three letter CHRIS code used to identify chemicals in MSIS.
- CIN = Class Identification Number. If assigned by MSIS, this number is in the format of SCxxxxxx where SC stands for Special Class and xxxxxx is a sequential number; for example, SC000201.
- CT = Standard clock time; e.g., 12:57AM or 4:30PM. Note that colons are required, spaces are not allowed, and "AM" and "PM" must be added.
- Decimal string. May be placed anywhere in the field. If no decimal point is given, MSIS will insert one at the end of the string.
- ENID = Encumbrance Identification.
- FIN = Facility Identification Number. A unique number assigned to each facility by GMVI. The number is in the form of Pxxxxxxx where P stands for platform and xxxxxxx is the platform's number as designated by the Mineral Management Service.
- I = Integer string. May be placed anywhere in the field.
- IPN = Involved party identification number. This number is
   in the form of IPYRxxxxxx where IP is Involved Party,
   YR is the year and xxxxxx is a sequential number
   assigned by MSIS; for example, IP86000001.
- LIT = Literal, faithful copy of something; i.e., name, serial number, etc. MSIS will not edit these entries and accuracy is necessary for proper interpretation and analysis.

MBOX = Mailbox number. Standard format is MBYRXXXXXX where MB is mailbox, YR is the year and xxxxxx is a sequential number assigned by MSIS; for example, MB86004082.

me = Military time. Standard 24-hour clock time; e.g., 1520 = 3:20 p.m. Elapsed time is also entered in the same form; e.g., 1 hour and 15 minutes = 0115. Note that no colons or spaces are included. NOTE - MSIS uses 0000 rather than 2400.

NARR = Narrative entry. Enter data or comments in a free-form manner. MSIS places no restrictions on data or comment contents.

NEC = Not elsewhere classified, i.e., none of the above.

ON = Official Number. A VIN without the D prefix.

PORT = Standard port/unit identifiers.

QCLASS = Subchapter Q Class Number. This is the first seven characters of a Subchapter Q Number. All zeros normally appearing in the number and the decimal point (.) must be included when accessing MSIS products; for example, 161.045.

QNUM = Subchapter Q Number. QNUM is a number that may be 12, 13, 15, or 16 characters long, depending on whether the number refers to a primary label or private label supplier. The following are acceptable formats for QNUM, with x being equal to a digit and A being the private label identifier:

xxx.xxx/xxxx Primary label supplier xxx.xxx/xxxx/xx Primary label supplier with mod xxx.xxx/Axxxx Private label supplier xxx.xxx/Axxxx/xx Private label supplier with mod

All zeros normally appearing in the number must be included when accessing MSIS products; for example, 161.123/0233.

UID = User identifier.

VIN = Vessel Identification Number. If assigned by MSIS, it is in the form of CGXXXXXX where xxxxxx is a sequential number. A VIN may also have the prefixes D and L. Both of these have a seven digit number.

X = Checkmark. X or blank is allowed. NOTE - Blank is not allowed for validation for some fields.

Y = Yes/No standard, Y or N or blank is allowed. NOTE -Blank is not acceptable for PENALTY ACTION slots.